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March 1992

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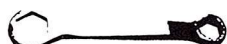
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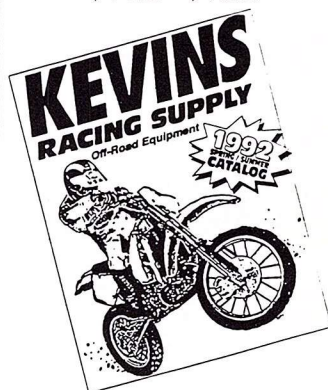
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# TRAIL RIDER

M A G A Z I N E

**March 1992**  
**Volume 22 Number 3**

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**On the cover:** Ken Yankowski wheelies up the ski hill at the Rhody enduro, while a Parkway Cycles rider takes the safer line. Rhody always takes place in the early fall, a beautiful time of year in New England, even when it's raining. This photo is from 1989, and was taken by Bossman Clipper.

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**Warning:** Motorcycles are hard, unyielding objects at best, and the flesh is weak. Crashing on a motorcycle is always hazardous, no matter how many times you've dusted yourself off and walked away. Protective gear is a good idea for even the most careful rider. Wear gloves, goggles, a helmet, sturdy boots and anything else you can wrap around your body without sweating away to nothing. And please be careful. No moment of glory is worth a crippling injury.

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# LAST OVER



By Paul Clipper

## THOSE NEW BIKE BLUES

Larry Madison leaned against the back door, quietly pushing it shut while he tried to gasp his breath back. He had just tiptoed through most of the house, gathering up riding gear, and had finally realized that he'd been holding his breath almost the entire time.

It was six in the morning, and he was going riding. The last thing he wanted to do was wake his kids. To have them up now would be like trying to juggle two chain saws tied together with a very short rope. He was far better off getting away clean.

Larry made his way carefully down the back steps as soon as the spots in front of his eyes cleared. He could make nearly any amount of noise now and still get off undetected. *Who can figure those two?* he thought to himself, *If I wanted them up I could be running a shop vac up and down the hallway and they'd never peep, but on riding days I have to sneak out of the house.*

He turned on the light in the garage and stashed his gear inside his truck. His bike was standing in the middle of the single bay, gleaming with a coat of wax and WD-40. Larry managed a quick feeling of pride in his handiwork, then grimaced and got back to the business of loading up. There wasn't anything terribly wrong with his bike, but its age embarrassed him: going on six years old, and still not allowed a warm spot in a wrecking yard somewhere.

Madison wanted a new bike so bad it made his teeth ache to think about it. He had so thoroughly convinced himself that he hated his bike that he now couldn't stand the thought of riding it. *Look at it, all clean and ready to sell...* he thought as he dragged the loading ramp to the back of the pickup truck. Reality always creeps in when you're thinking thoughts like that, though, and even in his worst moments Larry couldn't forget that a 1986 Honda XR 250 was only worth about a sixth of what he really wanted, and that other five-sixths of four grand wasn't exactly sitting in his glove box.

Still, he was going riding; and he knew in his heart that even his worst day of riding was far, far better than his best day of sitting around worrying about money. The only galling thing about this ride was that he was hooking up with a friend of his who just took delivery on a new bike, a brand-new YZ250WR. His buddy Tom was going to get serious about his racing this

year, so he wanted the most serious bike he could get, and he figured the YZ would fit the bill.

*A brand-new one too!* Larry muttered as he drove towards Tom's house. He knew that the YZ would be bloated with horsepower—he'd have a rough time staying with Tom. And, the bike had a real suspension, serious handling, and it *would just be so new!*

Larry did a fair job of making himself miserable on the ride to his friend's house, and when he got there he was almost incapable of admiring the depth of cleanliness that comes with a new bike. The fact that Tom's bike hadn't one



(Patty Lorenson photo)

speck of crud or stain on it cut him like a knife, but he was past the point of being hurt by it. He just wished it was his.

So they packed up and headed out, Tom being almost insufferably proud of his new ride. He actually was trying to be nice about it; after all, Larry was a good friend of his and he knew how Larry felt. But he couldn't help talking about it, and nothing short of a totally non-motorcycle conversation would make Larry feel any better.

They got to the riding spot, unloaded and dressed, and got ready to go. Tom was the typical new bike rider, although he tried hard not to be. He had to put tape over the frame rails, to keep them from getting rubbed, and even taped the rivets on his boots to make sure he didn't scratch the tank. While this was going on Larry could only putter with his bike and try not to be envious.

When it was time to go Larry gave the tired XR one good kick and it lit right up. *One benefit of an old bike!* he thought to himself while Tom figured out the one course of action that would start his new machine. He turned the gas on, gave it choke, and kicked it a couple of times. When that didn't work, he twisted the throttle

open and kick it like that. We've all done it. Nobody knows the proper way to start a new bike.

By this time, Larry had noticed that fuel kept dribbling from the overflow on the new YZ. He shut off his XR and pointed it out to Tom, who fretted and cursed over it, but really didn't do anything while Larry took a screwdriver handle and rapped on the carb, freeing up the sticking float needle. "They do that when they're new, sometimes," he said, "Nothing to worry about."

The YZ lit right up after that, and it was a doubly impressive machine once it was running. The crisp bark of a new two-stroke was an abrupt counterpoint to the mild humming of Larry's XR. His bike was so quiet it was almost embarrassing, but he'd learned a long time ago that making it louder didn't really help him much for woods riding, so he rode it with the stock pipe. Tom was even a little embarrassed. "I've got to get a Hushpuppy for this; it's on the list!" he shouted to Larry over the noise.

When they rode off, Larry let Tom lead. The last thing he wanted to do was slow down such a fine new machine. It didn't take more than a few minutes to get a little tired of it though, because Tom wasn't up to his usual pace. When they stopped about five miles out, Tom mentioned that he had to lower the gearing on the YZ to make it right for this kind of riding, adding that the new sprockets were "on the list." From that point Larry led, and he started to feel good again, cruising along on a comfortable, familiar bike. He climbed a rocky hill after a bit and paused at the top, curious to watch the new racing machine roar through like it wasn't there. Tom disappointed him though. Halfway up he took a hop and put the YZ sideways, and then stalled out. When he finished the embarrassing chore of getting restarted and pushing/scrambling his way up the hill, he was out of breath and pumping out sweat. "Everybody softens the suspension on these bikes for woods riding," he informed Larry. "I'm going to send it off to McAndrews. It's on the list."

Well, the rest of the ride went like that, with something going wrong and Tom putting the cure "on the list" until the list was about an arm's length long. Larry had no trouble all day, and actually started feeling kind of smug by the end of the ride. His bike wasn't much, by present standards, but he was having a great time just riding it.

At home he was attacked by his kids, as usual, and struggled into the kitchen with one glued to each side of him and a wad of dirty riding gear gathered to his chest. "How was Tom's new bike?" his wife, Freida, asked.

"Oh, it was great. Real new, real shiny..."

"I'll bet you want one now, right?" she asked, good naturedly as she basted her meatloaf.

"I guess you could say it's 'on the list!'" he replied with a laugh, remembering the good time he'd had and just missing tossing a kid down the basement stairs along with his riding gear. □



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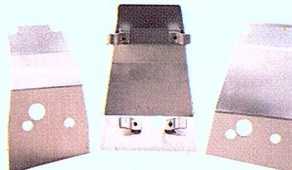
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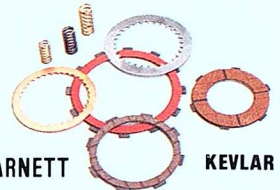
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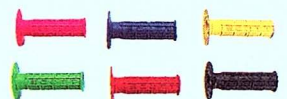
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# EASTERN NEWS



## SORRY ABOUT THAT

We owe an apology to The Pipe Doctor, a business up in southeastern Massachusetts that advertised with us for a while last summer. The trouble started in the January issue, when we ran a letter from Dan Sinkoff of Finish Line Products cautioning riders to avoid the urge to repair their own exhaust pipes. To be honest, we saw the message in the letter that pipe repair is a dangerous art and agreed completely that people should pay the \$25 or \$35 it costs to have the pipe fixed and consider it a bargain. Unfortunately, there was also a jab at the Pipe Doctor in the letter that we missed, and since then it has been brought to our attention. We sincerely apologize to The Pipe Doctor and all the members of the Pilgrim Sands Trail Riders who were quick to point out our mistake, and promise to keep a closer eye on our letters in the future.

## READY TO RIDE?

It seems like only yesterday that we cleaned off the "Where to Ride" column for the year, and here we go again! The NETRA season kicks off with the Snow Run, which is on the 23rd of February...probably this weekend! The start is

in Stafford, Connecticut; give the NETRA office a call for directions if you think you can make it.

Next month a lot of events are happening. We even have a NETRA hare scrambles to look forward to, which is a heckuva sight better than waiting until July, like last year. The name of the event is Clarke's Wild Ride, and it's happening near Freetown, Massachusetts. The other big NETRA event is the Annual Meeting, in which all members—and even potential new members—are invited to attend. The meeting may include a trail ride this year; call NETRA for details.

The ECEA kicks off its season with a forest clean-up on March 14. This is essentially the same clean-up we've been doing with the hunting groups for the past three years, only moved up to an earlier date. It's a great thing to be politically involved in, as well as something that makes you feel really good, after you clean up a few spots in the woods. Also, we always smoke the hunters—each time, we've brought out



more ECEA members than they've brought hunters! Get in on the competition; get the details at your club meeting or contact the ECEA office.

The first ECEA enduro is this month, on the 29th. It's the Greenbrier Enduro, put on by the Tri-County Competition Riders, and it's a great run. They've even had snow for the event, so prepare for any kind of weather and we'll see you in Belleplain, outside of Port Elizabeth.

Budds Creek is also hosting a couple of hare scrambles, on the 8th and 29th. They've got a great course down there, find out more by calling the number in the "Names" sidebar.

## HELP GEORGE

The Northern Virginia Trail Riders need help with some letter writing in support of the George Washington National Forest as a viable trail riding area. Recently, the GWNF accepted a new forest management plan that simply provides too little area for off road vehicle use. The NVTR did a survey of the overall use of the GWNF, and submitted a recommendation for 17 off-highway vehicle areas within the forest. In addition, they suggested the creation of ATV trails that closely paralleled existing roads within the forest. Trails such as this would minimize impact in the forest, as well as improve access if there were problems on the trails, and this plan was enthusiastically approved in a public meeting. As is usually the case, the forest supervisors shot down this plan without question, and accepted forest plan number eight, which allows for only four trail riding areas within the forest.

If you are familiar with the area, all the better, but write a letter protesting the limited amount

of off-highway riding areas allowed in plan number eight. If you've ever ridden in George Washington National Forest at all, you have a moral obligation to write and protest, so get on with it! Write to George W. Kelly, Forest Supervisor, George Washington National Forest, 101 North Main Street, Harrisonburg, VA 22801.

## NON COMP

Speaking of the Northern Virginia Trail Riders, they will be hosting a non-competitive trail ride and get together day on March 8 in the George Washington National Forest. The trail ride is a little unique, in that it will feature a loop trail that riders can take three laps on with no timekeeping equipment, and the riders with the most consistent times will win a prize. There will also be a poker run at the event, and camping is available. Motorcycles and ATVs are welcome, with a 100 rider limit, and the entry fee is \$15 pre-entry, and \$18 post. To get there, take I-81 (VA) to U.S. Route 11 south to Strasburg, then east on Route 55 five miles to Route 678. Take 678 south 12 miles to Detrick, then west on Route 758 2.5 miles to the Little Fort Campground. Sign-up is at 8:30, for more information call Don Kirkpatrick at (703)371-3034.

## STOLEN BIKE

If you find a 1990 KX125 in Connecticut for sale at a killer price, it may be too good to be true, or at least legal. *TR* reader Chris Merrill sent us a note asking readers to keep an eye out for his bike—the above mentioned KX, which sports an IMS 3.2 gallon tank, a Krause pipe and pro style levers. The VIN number is JKAKXR-HIOLA005388. The Merrills are offering a \$500 cash reward for recovery of the bike; if you have any news call (203)881-1231.

## CLEAN UP, TOO

Not wanting to limit the cleaning to the Burlington County area in South Jersey, the Ocean County Competition Riders have teamed up with the Ocean County Federation of Sportsmen's Clubs to sponsor a clean-up in the woods down thataway. The OCCR event will happen at the same time as the ECEA/BCFSC clean-up, only in a different part of the woods. OCCR's inaugural event was last year, and they had far more trash than proper dumpsters, even with a small turnout. They expect larger numbers this year; call clean-up chairman Rich Logan at (908)364-0718 for more details.

## AREA CLOSED

Ted Witmer of the Pennsylvania Trail Riders Association sent us a note to notify us that the popular Tower City riding area (Pennsylvania) has been closed. The area was open one week-end, then closed tight the next, with game wardens fining people immediately for trespassing. The main problem that caused the closing is apparently riders spinning donuts and throwing stones into the roadway. The stones, in turn, puncture the tires of the coal trucks traveling on the road; coal trucks that are carrying the prod-

## NAMES AND ADDRESSES

### New England Trail Rider Association (NETRA)

P.O. Box 478  
Ellington, CT 06029  
(203)875-5757

### East Coast Enduro Association (ECEA)

1380 Route 70  
Browns Mills, NJ 08015  
(609)893-7294

### Virginia Championship Hare Scrambles Series (VCHSS)

114 Holloway Drive  
Smithfield, VA 23430  
(804)255-4620

### Pennsylvania Trail Riders Association (PATRA)

Box 77  
Thomasville, PA 17364

### Budds Creek Hare Scrambles

P.O. Box 156  
Budds Creek, MD 20650  
(301)475-2000

### Racer Productions (AMA GNCC Series)

Route 7, Box 459  
Morgantown, WV 26505  
(304)594-1157

### North Carolina H.S. Series

P.O. Box 338  
Fayetteville, NC 28302  
(919)867-5219

### American Motorcyclist Assn.

P.O. Box 6114  
Westerville, OH  
43081-6114  
(614)891-2425

### Southeastern Enduro and Trail Riders Association (SETRA)

P.O. Box 1935  
Roswell, GA 30077-1935  
(404)532-6832

### New York Hare Scrambles Series

(315)682-8017

### District 4 Enduro Comm.

568 Whittier Road  
Spencerport, NY 14559  
(716)594-0384

### District 6 Sports Association

P.O. Box 554  
Lebanon, PA 17042  
(717)272-6896

### Blue Ribbon Coalition

P.O. Box 5449  
Pocatello, ID 83202  
(208)237-1557



uct of huge pits dug into the earth all around the area. At least this isn't an environmental problem....

Ted also reported rumors of fist fights between riders, coal miners and game wardens, a stolen bulldozer, and "no trespassing" signs being pulled from the ground. He asks the question "Is this the kind of off-road enthusiast we want to leave a lasting impression on a coal land owner?" Wait—let us answer the question: No, this is a *pinhead* who should be doomed to spending the rest of his Sundays watching stick-and-ball sports on television, far from where he can screw it up for the rest of us. "Get off your butt, join a club, and become active in it!" says Ted, and we wholeheartedly agree. Group up, make phone calls, write letters, and let people know you care and can help solve the problems, rather than cause them. □

## WHERE TO RIDE

### March

3/1 Clark's Wild Ride Hare Scrambles  
Freetown, MA  
3/8 Fort Valley Trail Ride  
Edinburg, VA NVTR (703)371-3034  
3/8 Budds Creek Hare Scrambles  
Budds Creek, MD  
3/14 ECEA Annual Clean-Up  
Indian Mills, NJ  
3/15 NETRA Annual Meeting  
Webster, MA  
3/29 Budds Creek Hare Scrambles  
Budds Creek, MD  
3/29 ECEA Greenbrier Enduro  
Belleplain, NJ

## THANK YOU

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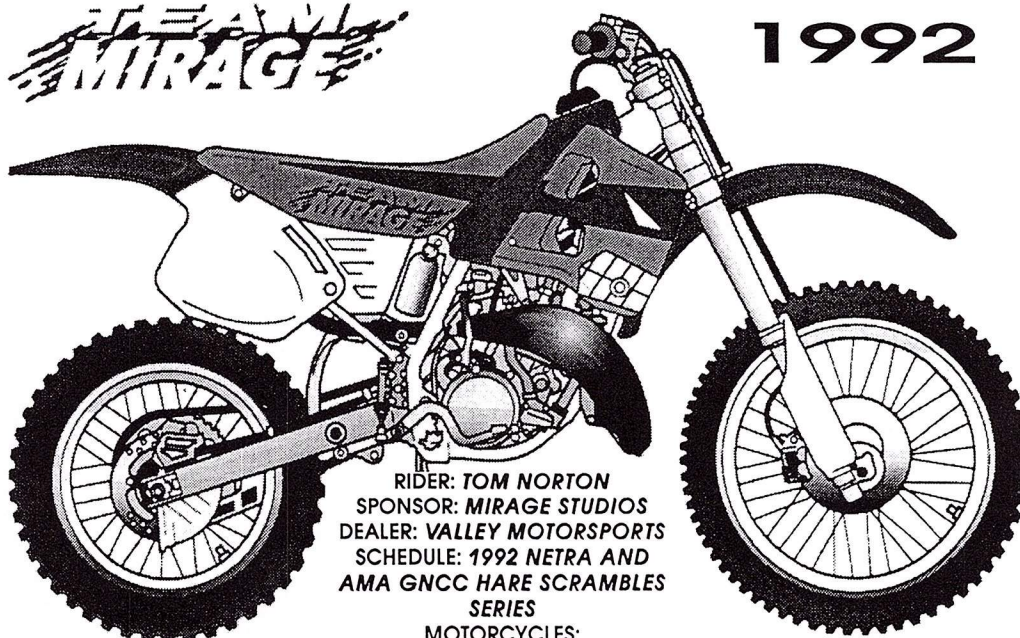
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# FRANK'S *off-road* FACTS #3

BY FRANK STACY/ DUNLOP OFF-ROAD RACE COORDINATOR

## CHANGING YOUR TIRES

### TIRE REMOVAL:

- 1) Lay the rear wheel sprocket side down and the front wheel brake side up.
- 2) Remove the valve core and loosen the rim locks.
- 3) Stand the wheel up and use the flat side of a tire iron to push the rim locks down, breaking them loose from the tire bead.
- 4) Lay the wheel down again and stand on the tire sidewalls with your feet pushing to break the beads loose from the rim. Sometimes a little soapy water at the tire/rim junction helps loosen the beads.
- 5) With the brake side of the wheel up, use the spooned end of your tire irons and insert them (2) between the bead and rim. I suggest inserting them on one side of the valve stem or the other. Lever one at a time, working your way around the tire in small increments.
- 6) After the first side is removed, push the valve stem into the rim and pull the tube all the way out.
- 7) If your wheel has rim locks, remove them before beginning removal of the second bead.
- 8) Remove the second bead by inserting a tire iron under the bead of the brake side of the wheel, then lever the tire bead over the rim and push it off.
- 9) Clean the bead area of the rim. Check the rim locks, rubber rim strip or tape covering the spoke nipples for damage.

### TIRE REFITTING:

- 1) Install one rim lock, lube one bead of the tire. Push down on the top of the tire and insert one side of the wheel and the rim lock into the bottom part of the tire. Begin levering the first bead on.
- 2) Insert the second rim lock if your wheel uses two. Before installing the tube, inflate it to make sure there was no damage done during removal. Check the nut at stem area for tightness and look for cracks in the stem. Leave just enough air in the tube for installing, so the tube holds its shape.
- 3) Apply baby powder to the outside of the tube and inside the tire. This prevents the tube from chafing in use.
- 4) Install the tube in the tire carefully. Starting at the valve stem holes, evenly place the tube inside. Be sure the tube is not bunched up in any area or caught under the rim locks.
- 5) Lube the bead with a mild soap and water solution and push a small section of it under the rim near the stem area. Insert one tire iron and start levering the tire bead on, taking very small bites with each iron. Stick the iron in just far enough past the rim edge being careful not to catch the tube.
- 6) With each bite, check that the bead of both sides of the tire is as far down in the well of the rim as possible.
- 7) After the final bead area is installed, be sure the rim locks and valve stem move freely.
- 8) Inflate the tire and seat both beads. Should the beads not seat properly, do not overinflate. Re-lube the bead areas with soapy solution and re-inflate until seated properly.
- 9) After the tire is fully inflated, let the air out again then reinflate. This allows the tube to settle inside the tire.
- 10) Tighten the rim locks and adjust the tire pressure.

For more complete information on proper mounting procedures, please write: Motorcycle Dept. c/o Dunlop Tire Corporation, P.O. Box 1109, Buffalo, NY 14240-1109. Watch upcoming issues for the next "Frank's Off Road Facts" when we'll cover choosing the best tire for beginners.



# THE REST OF THE WORLD



## ISDE HELMETS

We talked to Bruce Porter the other day, Bruce is the Arai helmet rep for most of the English-speaking world. He pointed out that although it wasn't mentioned in any of the coverage, Arai Helmets sponsored all the Six Day riders this past year with a brand-new, custom-painted Arai MX-E helmet. The MX-E is the new Arai with the removable liner for easy cleaning or replacement. He was just a little irked that the AMA and us publications hadn't passed on the word about the sponsorship, so we're setting the record straight. Thanks, Arai. Bruce tells us that they are planning for the same thing in 1992, so keep it in mind if you qualify.

## '92 ISDE IN AUSTRALIA

This year the International Six Day Enduro is being held in Cessnock, New South Wales, Australia; way down under. The dates for the

event are quite a bit ahead of where we usually look for an ISDE, being August 25-30, 1992. The dates are probably set up to coincide with the tail end of Australian winter, to take advantage of any possibility of wet weather. Cessnock is approximately 160 kilometers northwest of Sydney.

We have already received a bundle of information on the event; for example, Qantas is the official airline of the 1992 ISDE, of course, and an Australian firm by name of Kuoni Travel has been awarded the task of managing travel for the huge event. According to Kuoni, they have already block-booked all the rooms in the area and negotiated an advantageous ticket price from Qantas. The AMA has probably already picked out a location for the American contingent, and we'd expect the accommodations to be very good, since the Australians are big on living well. Yes, it won't be nearly as cheap as last year's trip to Czechoslovakia, but it will be much more plush!

Gibson Freight International has been named the official freight company for the event. Yamaha Motor Australia has also announced that they will have all of their competition line of motorcycles (YZ, WR, or TT) available for hire to competitors at "special prices," although there's no word what those prices may be yet. Finally, Australian Motorcycle Tours is ready to provide motorcycle rentals and purchase/buy-back arrangements for any tourists or spectators connected with the event. They will have available Yamaha trail bikes, dual

## NEW KTM COMPANY

We're very happy to follow up last month's report that KTM Austria had gone into receivership with some genuinely good news. As of January 1, the Sport Motorcycle division of KTM Austria has been purchased by a group of investors and separated from the rest of the company. This new corporation will be known as "KTM Sport Motorcycle GMB" and the ownership breaks down as follows: the lion's share of the company is split equally between a group of European KTM importers/distributors and an Austrian investment bank. These two groups basically put up the money to take control of KTM Sport Motorcycle. The final six percent or so is owned by a small group of people who will make up the actual management team for the new company. This group of people is made up of former managers of KTM Austria, for the most part, and some of the names are familiar to us—Kalman Cseh and Franz Sollhamer to name two. We're also surprised and delighted to learn that Heinz Kinigadner is one of the new owners/managers. Heinz was the 250cc motocross World Champion in 1984 and 1985, riding a KTM, so you know that they have some very valuable representation there.

"You could say that 'reports of our death have been greatly exaggerated.'" said an obviously relieved Rod Bush, president of KTM America, during a phone conversation on January 4. "Although the changes in Austria really haven't affected our ability to do business here in the States, we're still going to have to go through some changes. The factory has never agreed with our policy of hiring sales representatives, so we've had to trim back our sales force. And with the poor economy right now, as well as an unfavorable exchange rate between here and Austria, you're going to see us make KTM America a smaller, tighter organization. We really don't have any choice.

"We are going to keep the California office open for the time being, but we'll be trimming back. We already gave the word to all our support riders and regret to see them moving to other brands, but that's the way it goes. Two bright spots in our racing future are Mike Fisher and Jeff Russell, who are going to continue on KTM with support from outside sponsors. Also, KTM Sport Motorcycle is going to continue production from the Mattighofen, Austria, plant as usual; using the same work force and distribution channels. Really, to the average KTM customer there will be absolutely no effect felt from all these changes."

We will add here that considering the huge debt load KTM Austria was carrying, the new company, KTM Sport Motorcycle, should emerge—after a season or so of belt-tightening—as a much stronger company, financially.





purpose machines, and all manner of road bikes for hire. Once again, no prices have been mentioned.

All this information will be available from the AMA when things get rolling later this spring, and we'll let you know as soon as the AMA tour is arranged. In the mean time, if you want to do some investigation on your own, here are the numbers:

Kuoni Travel (61)(02)290-2577  
Gibson Freight (61)(02)316-5333  
Yamaha Motor Australia (61)(02)757-0011  
Australian M.C. Tours (61)(02)519-9991

## LOWER PRICE

Acerbis sent us a note announcing that they have dropped the price on their 035 line of plastic silencers. The new price is \$99.95, which is a savings of \$30. Each silencer is sold in a kit with an extra re-packing cartridge, so you save some expense there, as well. Don't be expecting to buy an 035 that has been sitting on your dealer's shelf for a year at this price, though, since he probably paid more for it...you could probably haggle with him, though. Acerbis plans to release a spark arrestor version of the 035 some time this spring.

## NEW ICO REVEALED

The long-rumored ICO Pro Comp enduro computer has been seen and photographed, and many diligent customers have been seen buying them in recent weeks. The Pro Comp is a combination odometer, computer and clock—a configuration known as a "comparator"—and can be programmed to keep time in an enduro by simply telling you how late or early you are in seconds, much like the Keymaster (Pace Maker) or Ghost computer.

The new ICO is the same size as the Pro 3 pacer, but it also uses a three-button switch that is designed to be remote mounted near the left grip. The buttons—five in all—of course serve a variety of functions, which we'll tell you about



once we get an evaluation unit here to test. What we do know is that the Pro Comp display tells you your time late or early, where you are in your minute, and the mileage, and also features AutoCal circuitry for deadly accurate mileage readout. The system comes with a sensor and magnet, the thumb switch and the main unit, along with all hardware for installation for \$299.95. By the time you read this, there should be a Brand-X version available from ICO (800)331-0470. □

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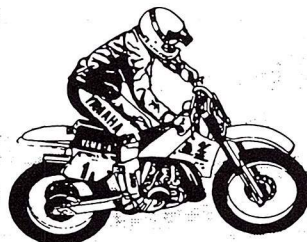
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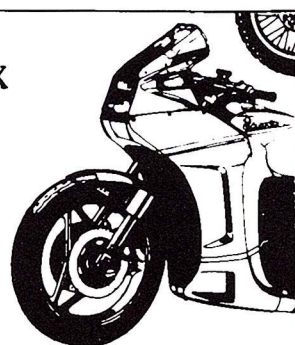
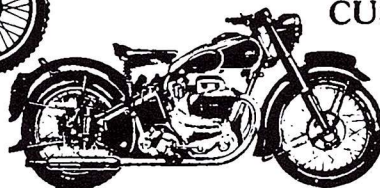
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# Berkshire Dual Sport Adventure

Rediscovering the roads less traveled by

By Alan Rustici

New Boston, MA 8/11/91

I read an editorial the other day lamenting the specialization that has crept into our sport, and extolling the virtues of dualpurpose motorcycles. Pretty standard fare these days really. The interesting thing about this piece was that it appeared in the August 1977 issue of *Cycle World*, a magazine I discovered recently amid a stack of old volumes up in the attic. The author was the proud owner of a Yamaha XT500, and had this to say about D-P bikes:

"Speaking as an obvious believer in and defender of the much-maligned dual-purpose motorcycle, I predict we'll see more and better examples of the breed, with proper four-stroke engines and lots of wheel travel, before too long."

A man with vision, to be sure. I thought about the author of the

story, then *Cycle World* editor Allan Girdler, as I pulled into the parking lot for the first annual Berkshire Dual Sport ride, held August 11, in the tiny village of Otis, Massachusetts.

There were indeed more and better examples of the breed, including my own mount, an XL600 Honda, circa 1984. There were also several Kawasaki KLR's, Yamaha XT's, and a

fair number of what is rapidly becoming the industry standard, the Suzuki DR-S models. The bikes ranged in age from shiny new '91 models to an aging Yamaha 250 that may have rolled off the assembly line in the same year that Mr. Girdler wrote the above-mentioned editorial.

Each participant was given a route sheet, along with directions back to the start from each of the four gas stops enroute. The entire loop would cover about 130 miles, most of it on dirt roads. There were some paved road sections as well (although remarkably few, given the distance of the event) as well as a mix of two-track woods



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roads and optional "hero" sections.

After a brief rider's meeting, the assembled guests began mounting up and leaving in small groups.

The first thirty miles or so included some great riding, mostly on dirt roads that wound their way through the densely forested hills of that area. My ride was marred only by the realization that I had come unprepared for the cooler than expected temperatures of the day. Even as I was enjoying the high speeds afforded by the isolated dirt roads we were traveling, my comfort level was in a downward spiral, and I resolved to obtain an outer garment of some kind at the first opportunity.

At the first gas stop, I discovered that the nearest town likely to contain a store of any sort was Great Barrington, eight miles away. It was a choice of making a sixteen mile round trip, going home early, or freezing my butt off.

I made the trip to Great Barrington.

There being scant traffic along the way, I let the mighty Honda stretch its legs and covered the distance in about eight minutes. An initial ride down Main Street revealed no clothing stores, however, and I was beginning to despair of ever being warm again when I spotted a

small, handwritten sign: "Flea market around back". Amid the jumbled mess of old tools, baseball cards, tacky lawn ornaments and assorted junk, I discovered the object of my quest—an old, faded army field jacket, with the name tag indicating it was the former property

of my little detour, I was back underway, marvelling at the sheer number of dirt roads in this area. The Foothills Trail Riders did an excellent job of laying out a route that made it very easy to forget about civilization. Just miles of quiet forests and picturesque farms, with hardly an

automobile to be seen. It was a great day to be on a motorcycle!

Eventually the route sheet indicated a turnoff for the first "hero" section. The big 600 was a little bit of a handful as it clawed and lunged its way up the rocky trail, as the going was steep at times. With a little finesse on the throttle, however, the section was soon behind me, and although the trail provided a little bit of a workout, one needn't have been particularly "heroic" to traverse it. This, and all of the hero sections that day, proved to be entirely passable to all but the most inexperienced riders.

So when you attend one of

these events, don't be afraid to try the more challenging sections. The organizers understand the limitations of dual-purpose bikes, and very much want everyone to come back if they hold the event next year. Abusing riders and machinery on brutal trails just isn't on the program.



of a Mr. Clarke, J. Ten dollars later I was dressed for the weather and headed back to the gas stop, and in the eternal debt of Mr. Clarke.

A hot coffee at the combination gas station/diner chased away the last of the chills, and after amusing some fellow riders with the story

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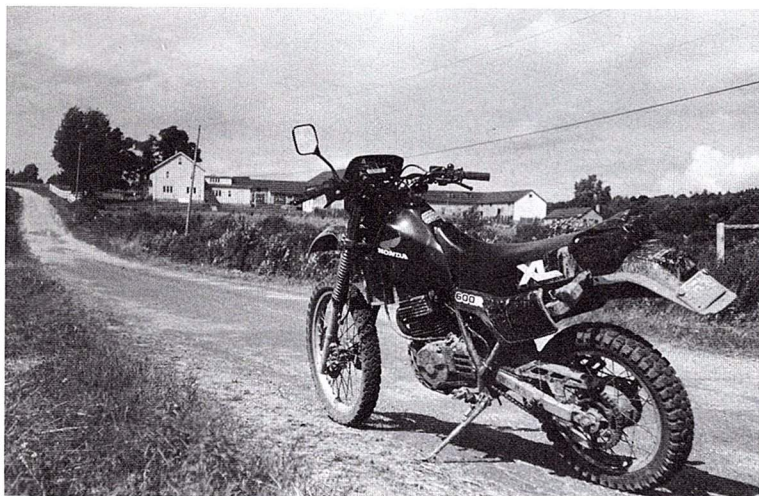
Eventually, after many pleasant miles both off-road and on, the course wound its way back through the town of Otis, and I knew my day was nearly complete. Back at the start, there was a small awards ceremony, with special prizes being given to people riding noteworthy machines, such as heaviest bike, oldest bike, etc. (The former category was won by a fellow

A tip of the helmet goes to Suzuki for their continued support of dual-sport events.

I will end this story as I began it, with a quote from a magazine published fourteen years ago. This is appropriate, because dual sport riding captures a very timeless element of motorcycling in general; the special freedom of being on two wheels and pointing the front one to-

wards whatever destination your heart desires.

"Never had he realized what fun it is to cruise along at 55 on a single, self contained... He hadn't known how many places you can go on trials tires, how much scenery and challenge you can find beyond the



on a massive Paris-Dakar replica BMW!). There were several couples who rode the event two-up, and they were recognized as well. I would be remiss if I didn't mention the two sponsors of the event, North's Services, the shop that donated the prizes, and Suzuki Motor Corp., which provided money for advertising.

end of the road."

Finding out what lies beyond the end of the road, I think, is what many of us hoped to discover when we first got involved with motorcycles. Those of us who ride dual sport bikes already know what lies there—just the beginning of a lot more smiles. ■

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# '91 ATK 250 Cross Country

Step two in our quest to make the ATK an eastern bike

By the Trail Rider Staff

Two issues ago, when we debuted the ATK 250 test machine, we said we'd be working on it and setting it up for eastern woods work. Since then, we've had time to put at least 300 miles on the bike and are ready to pass on some information.

First off, yes, this is a '91 model, not a '92. By all magazine test standards that makes this test hopelessly out of date, but not by *Trail Rider* standards. Unless you go for the fuel-injected version or the ATK Patriot, any '92 ATK 250 you buy is not going to be substantially different compared to what we have here. And, it's no secret that just about any ATK dealer you know can fix you up with a brand-new '91, and maybe for a few bucks less than a '92. This year's fuel-injected bike will be different mainly in the induction system (naturally), although the chassis will be about the same. The Patriot is a brand-new model, probably not yet available, that will feature a rear wheel disc brake to satisfy FIM requirements for Six Day riders. It will also have a few more refinements meant to make it more durable in off-road pursuits, but will have basically the same running gear.

## HOLDING ON

Since the single offset-shock, no linkage rear end of this bike is such an obvious identifying feature, let's talk about the chassis and suspension first. When you turn up at an event on an ATK, you will hear plenty of stories—theories, really—about how the A-Trak roller system screws up the handling of the bike; about how the rear end stands up when you gas it out of a turn, about how the front end never dives when you're braking into a turn. Other riders would have you believe that

the ATK looks nice but simply does not handle well at all, or at least it doesn't handle like we



would want our woods bikes to handle.

This, of course, is nonsense. Theoretically, the A-Trak rollers can produce all those characteristics, but we don't ride theories. Basically, those extra "sprockets" above and below the chain on the swingarm do nothing more than remove most of the torque reaction that the pulling of the chain produces on the rear shock, which allows the suspension designer to spec-

ify a shock that doesn't have to be valved to correct for the chain/torque reaction. This is good, in a way, but it also isn't a big deal, in a way. It's good, because the valving doesn't have to be as complex, making the shock a little simpler and somewhat more reliable. Then again, it's no big deal because shock absorber technology has progressed to the point that a good shock technician can valve a suspension to handle any number of horrors you can imagine; so the A-Trak system isn't really curing some problem that we don't know how to handle.

The main benefit of the system is that it allows ATK to use a single shock with no linkage, which greatly reduces the maintenance required on the bike. True, you do have two more "countershaft sprockets" to worry about, but on our bike they appear to be sealed well enough against water and mud to not cause problems. It is a definite treat to be able to reach the shock easily, and it is a snap to remove for cleaning or maintenance.

The front end is held up by a set of White Power cartridge-damper forks. They are very common, we've seen them on KTM's for a couple of years, and they're good units. They are also very adjustable, and suspension technicians across the country have a handle on how to valve them to suit your riding.

We rode the bike stock, at first. We set the from compression clickers on "1" and the front rebound also on "1". The rear compression was set on "1" and the rear rebound was set on "4" or "5", depending on our mood. We settled on 8 1/4 inches of compressed length on the rear spring for the preload setting. Don't ask us what

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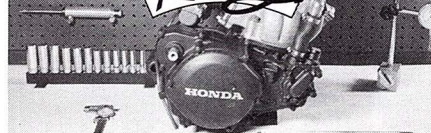
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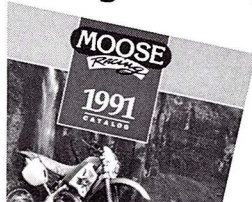
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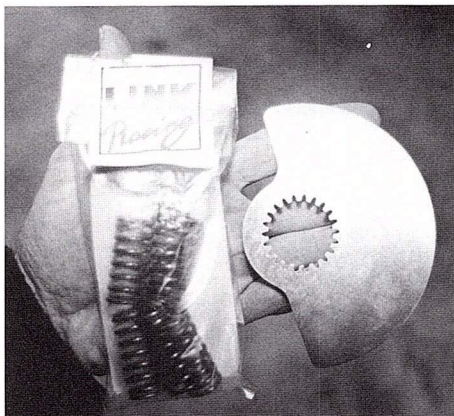




*There's not a lot of fat on the ATK, a fact you start appreciating after a number of miles in the saddle. The rear disc brake works, but we're not that thrilled with it.*

that figure meant in rear "sag," because lately we've been setting up rear shocks by the tried and true "feel" method. It works, and it's easy.

Our first impression was that the bike was relatively stiff, but very accurate in its handling, and still somewhat responsive in the small bumps. It worked great on big jumps and whoopedos though, which puts it about right for South Jersey or Michigan sand. After 60 miles in the saddle at the Chilly Chili turkey run



*Two things that definitely snap up the ATK engine: Link Racing clutch springs (also available for the 406), and the MX rotary valve.*

it became obvious that the ATK would need help to be right for New England-style root and rock riding.

And what doesn't eh?

We took the bike up to Drew Smith at Works Enduro Rider (908-637-6385), and went riding. He checked it out, we compared notes, and started fiddling. Ultimately, Drew wound up removing a lot of the high and low-speed compression damping from the forks, and actually added a little rebound damping to keep the forks down on the roots. The fork springs were swapped in favor of a set of Progressive Suspension 1501UD springs, just to add that little

bit extra of plushness at the very top of the stroke. Anybody with a 1990 KTM 250 should recognize these cures, because the ATK forks were almost identical.

Initially, we agreed that the A-Trak assisted rear shock was actually working pretty good in stock form, but then we blew a seal on it and had to have it rebuilt anyhow, so we dropped the compression damping a little on it, as well. Blowing a seal is something that occasionally happens to White Power (and all other) shocks, and not a trait of ATKs. Just to be on the safe side, we called Jack Roten at ATK and asked him about it, and he said that if that happened on a customer's new bike they would warranty the shock through the rider's dealer. Remember to fill out your warranty papers.

With the suspension thus adjusted, the ATK is a match for any bike in the roots, ruts and rocks that make eastern riding so much fun. The front end carves through nasty terrain with good feel, and you can make the back end stick or spin it at will. The only thing slowing down the handling is the stock tires a pair of Pirelli Sandcross tires. These tires work okay in wet sand and perfect loam while they're new, and very little else. When they get a little worn, they're nearly useless for eastern conditions—they just don't have the *grip* that you'll get with a tire using a softer rubber compound. We'll

replace them with Dunlop 752s front and rear, and the bike should handle great.

One last benefit of this chassis is the bike's obvious light weight. When ATKs first came out, they were the only bike you could buy that came in under the FIM weight limit for motocross machines. Just now, we went up to the shop and weighed the bike—filthy dirty, with no gas in the tank, a pipe guard and aftermarket spark arrestor, headlight, taillight, the works—and it weighs 222 pounds. This is seriously light for an enduro bike, and you can feel it when you're riding. It may not be all that noticeable at the start, but towards the end of the day when the rest of your buddies are running over their tongues, you're still going to be fresh.

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You can also upgrade to a tall seat for a few extra bucks, which is good news for the long of leg, or get an Answer Sneaker rather than the stock muffler. Pay-extra options include aluminum skid plates, odometer kits, and even custom porting work for the two-stroke models. With a little extra planning you can save money and have a perfectly fitted bike, right out of the box!

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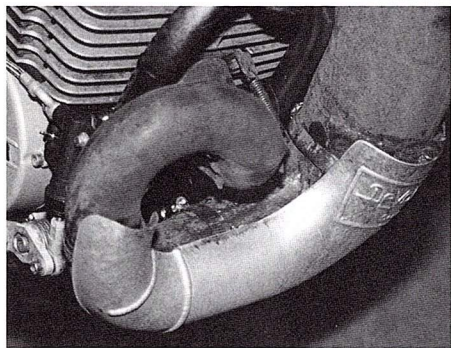
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However, when we call it names, we do so with affection, because this is still one of the most bulletproof engines you can find anywhere. It is made in Austria, out of the finest materials, and what it lacks in flash it makes up for in brute strength. If we were going to ride around the world on a dirt bike, we'd want to do it on an air-cooled Rotax engine.

You don't have radiators on the



*No doubt, the stock ATK is loud, partially because of the air-cooled engine. We put a layer of fiberglass insulation behind a DeVol pipe guard, and installed an Answer Sneaker. The bike is a lot quieter after these two mods.*

gine is mellow with a capital "M," and although there is plenty of low-end torque, you have to get used to riding it about 500 rpm higher than you would ride, say, a KTM E/XC, just so you can get some buzz out of it. Once you get used to the way it wants to deliver power you can go quite fast on it...and then other bikes start feeling violent.


To make it just slightly snappier, we replaced the stock "enduro" rotary valve with the "MX" model, a part that's commonly available at ATK and Can-Am dealers. Replacing it is not trivial, since you have to pull out the clutch to do it,

but it's worth it if you want a little more snap. While we were in there, we replaced the stock clutch springs with a set of Link Racing (203-783-1516) ATK clutch springs, which cut the clutch lever pull in half, bringing the clutch actuation up to 1990s standards. This is a modification we definitely recommend.

The other thing you notice about a finned engine is how loud it is, and the ATK is even louder because it uses a lightweight, single-wall pipe. We swapped the stock silencer in favor of an Answer Sneaker spark arrestor, which quieted down the back end but didn't do much for

#### SPECIFICATIONS ATK 250 Cross Country

Engine Type:	Air-cooled, rotary valve 2-stroke
Displacement:	244cc
Bore/Stroke:	72 X 61mm
Transmission:	Six-speed
Gearing:	15/50
Chain:	Regina o-ring
Tank Capacity:	14 liters (3.7 gal.)
Carburetion:	Mikuni 38mm TMX
Ignition:	Bosch CDI
Forks:	WP Multi Adjuster
Suspension Travel:	300mm
Front Brake:	Hydraulic disc
Front Tire:	Pirelli Sandcross 3.00X21
Rear Suspension:	WP MultiAdjuster Shock
Suspension Travel:	330mm
Rear Brake:	Hydraulic disc
Rear Tire:	Pirelli Sandcross 4.50X18
Seat Height:	939mm
Wheelbase:	1447mm
Ground Clearance:	355mm
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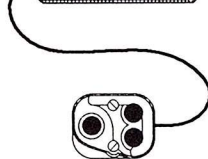
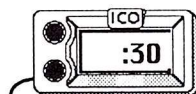
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the ringing and banging noises from the front end of the pipe. For that we stole an old ISDE trick (used on the current-model Huskys, by the way) and installed a DeVol aluminum pipe guard on the pipe, with a pad of fiberglass insulation between the guard and the pipe. This deadens the ringing noise and makes the bike sound half as loud as it did stock, and we recommend this trick for everybody using a DeVol pipe guard or something similar.

DeVol also sent a front disc guard, a brake master cylinder guard for the front and rear, and a really nifty-looking replacement chain guide that appears much gnarlier than stock. We haven't bolted all this stuff on yet, but will as time goes by.

Now the bike is quieter, the clutch pull is smooth, and the engine is snappier. Still, the ATK has a really mellow powerband, compared to the current crop of KTMs. You can ride this bike fast or slow, really easily, and it won't tire you out either way. It is a good enduro engine, and great for trail riding. Chances are the ATK delivers the kind of power you've been wanting for years. We like it.

#### MECHANICALS

How much of it is made in the USA? Plenty of people ask that. The engine is Austrian, the brakes are Italian, the suspension components are Dutch, little bits here and there are German or Austrian. The seat, plastic, frame, pipe and silencer are made in the USA. Although the wheels on this bike are stock KTM wheels, since then ATK has developed a source for hubs in the USA, and the '92 wheels will be built by Buchanan's in California. All the parts are assembled here. Add it up however you like, but it's still more American than anything this side of a Harley.

The rear brake is unusual on this bike. Mounted on the countershaft sprocket, it is best described as a solution to a problem that doesn't exist. There are a lot of theoretical advantages to it—the brake hose is very short and well protected, the pedal is running backwards and almost invulnerable to rocks, the master cylinder is in a great position. On the negative side, the brake is as touchy as a scalded cat, the pads are non-standard and expensive, the caliper heats up in the tight stuff and can actually warm up your leg (through the boot), your boot rubs the caliper, and if the chain breaks you've got no brake. Why bother? Just put the brake on the back like everybody else, and have done with it.

In defense of the system, once we adjusted the brake pedal down as far as it could go, and got used to the pedal feel, the rear brake worked as well as any. It still isn't necessary, though, and the Patriot will have a conventional rear disc. The front brake worked as well as a KTM, which is hardly a surprise as KTM used the same brakes in the past.

One event we rode on the bike was all rain and sloppy mud, 60 miles of it, and though the A-Trak rollers got a little noisier afterwards, they seem to be holding up well. Apparently they are sealed much better than the early ATKs, and with a little attention and cleaning they should last a respectable amount of time.



*The ATK is lightweight, good handling, and mellow on the power delivery, which makes it a lot of fun to ride.*

The bike is stone simple to work on, mainly because of the lack of plumbing, and the only hassle is getting at the spark plug through all those engine fins. Fit and finish of all the components is first rate, and we definitely like the nickle-plated frame.

#### THE VERDICT

The ATK answers the old question *I wonder what it would be like if I took a bullet-proof enduro engine and put it in the lightest, best-handling frame I could buy*. It is basically the ultimate project bike, taken to a commercial conclusion. The best part is that it really works; this bike is definitely a serious competitor to the KTM and Husky riders out there, especially if you want a bike with a more manageable powerband. Besides, the fact that it weighs up to 20 pounds less than some of the other 250s out there will make us forgive a lot of ills. And, it is an American bike, in a sense, which may mean a lot more to you in the years to come.

We like it. Try one out if you get a chance. In the months to come we may print some update articles on the ATK, as we find more ways to improve it. As always, stay tuned to *TR*. □

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# STUMPJUMPER ENDURO

Hammered by the weather in Warren Grove

by Mark Uth, photos by Sean McKenna

Warren Grove, NJ 11/10/91

All enduros are not created equal. Despite diligent efforts by the Trail Boss, members of club, host and sponsoring activities, et al., sometimes the endearing traits that turn good rides into great rides are just not part of the formula. Sometimes fate or mother nature deals some ugly cards. This is not to suggest that a good time cannot be had or that the event should be avoided, and it certainly offers an option preferable to no riding at all.

Now, with all of these disclaimers and assorted CYA statements out of the way, I think it's safe to admit that this year's Stump Jumper Enduro will provide some significantly less than fond memories for those who rode it, unless they had a tender spot for cold rain.

None the less, the ECEA closed out its 1991 season with this soggy 20th running of the Stumpjumper Enduro. Advertised herein as a ride of 75 easy miles using many new trails with less whoops, sodden participants riding late numbers would surely take exception to this description. As it was, the inclement weather turned what could have been a pleasant fall trailride into a fight right to the finish.

Race day began with blustery winds, light rain/mist and temperatures in the 40's...ugh! Welcome to winter in the Mid-Atlantic states. As a result of the poor conditions, turn out was decidedly light. The race saw 275 riders consent to participate, out of which only 217 hard core masochists chose to actually start the event. Those who opted not to start may have been the

smart ones on this day, as by race's end the annoying drizzle was to change over to an outright torrent, soaking most to the bone. Not surprisingly, virtually all of those strong willed enough to start under the less-than-ideal conditions managed to successfully complete the event.

The race itself was mostly a timekeeper, except for two particular sections, one each during the

final section, ridden in a streaming downpour, wound riders up, down, around and through a stump-strewn stand of dwarf pine and scrub oak. In between, the ride consisted of a mix of woods trails and fire cuts connected via two-track sand roads.

Check placement in these sections was unusual. Rather than place checks at the beginnings and ends of single-track woods trails or fire cuts, where riders would most likely fall behind, checks were randomly placed after sections that switched back and forth between various types of trail (woods trail, two track, sand roads, fire cuts, etc.). This allowed many riders to gas it on the two-track sections to get back on time and avoid point loss.

MCI made up for those transgressions with one particularly tricky check that was placed at the very beginning of the second loop, after the midday stop and posted "gas available". Many riders burned this check expecting the required three miles of free time after a normal "gas stop". However, the little-known distinction between a gas available versus a gas stop was easily and often overlooked.

The weather aside, there were several other factors that served to reduce this event's fun factor. A tangent to the cold and wet conditions was the inability of most to keep goggles clear and fog free. A few miles into the first loop, the trail became increasing littered with lost and discarded gear, predominantly trashed goggles. As a result, many riders were forced to ride without eye protection and endure day-long acquaintances with face slappers and roosted sand.



*The weather was miserable at the start, but it was the best weather we'd see all day. You know it's pretty grim when you see a whole line of riders leaving with their goggles off! Kids--don't try this at home!*

first and second loops. The first of those sections occurred early on and seemed to be the long lost ignorant-tight stick farm last seen in Coyle Field during the 1990 running of Sandy Lane.

The check at the end of that extended self-abuse took points from all riders. The other points taker was the known control at the end of the day. That

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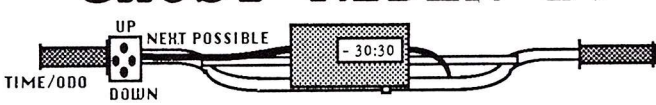
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*Ain't it great to be out of the rocks and back into the sand? Nothing makes berms like Jersey sand, but it also makes whoopedos fairly easily.*

Pit crew support, which may have lent needed assistance during the trying conditions, was non-existent due to the dearth of spectator points and closed refueling point. Even the advertised new trail, which may have been nearly virgin to begin, quickly formed the killer sand whoops notoriously associated with Stump Jumper. This is to say nothing of the brutal conditions of any previously used trail. At the race's end riders were faced with a 10 or 15 minute wait in the aforementioned

## Enduro Insider: Stump Jumper Enduro

### Terrain:

Stump Jumper is run in the South Jersey Pine Barrens; the terrain is mostly single-track and fire cuts connected via sand roads and two-track. Sand is everywhere, varying among white "sugar" sand and some of the yellow-orange, gravel strewn sort. The latter may be hard packed. It doesn't take much use before these sandy trails develop sharp, deep whoops, more commonly seen on motocross tracks. Most of the trail is located in pine forests, some of it being of the "dwarf" (less than 4' tall) variety. There are deciduous oak forests as well which are often laced with fast fire cuts. Beware the scrub oak bushes/trees found in the dwarf forests; these deceptively stout trees easily puncture bike and body alike.

At first glance, during the ride to Warren Grove, it appears that there are great tracts of land available on which to hold the enduro. This is unfortunately not true due to large sections of inaccessible state game lands. The event is run predominantly on Federal lands used occasionally for bombing practice, and private lands with permission. The adjacent game lands also confound efforts at providing access to the course for spectator points and pit stops.

Trail riding in the area, as with most of the state, is nearly impossible due to the proximity of the game lands, so do not come down to ride any time other than during the Stumpjumper enduro.

### Getting There:

Stump Jumper is hosted by the Warren Grove Fire Company located on County Route 539 in (surprise!) Warren Grove, Ocean County, New Jersey. Warren Grove is sandwiched about halfway between state highway 72 and the Garden State Parkway, on Rt. 539 (Rt. 539 intersects the Parkway at Exit 58). From the Parkway, Warren Grove's a short ten minute hop. If you're coming from the South or West, Warren Grove is about a 75 minute ride (at the legal speed limit to which we all adhere) from the intersection of Interstate 295 and State Highway 70.

### Food and Accommodations:

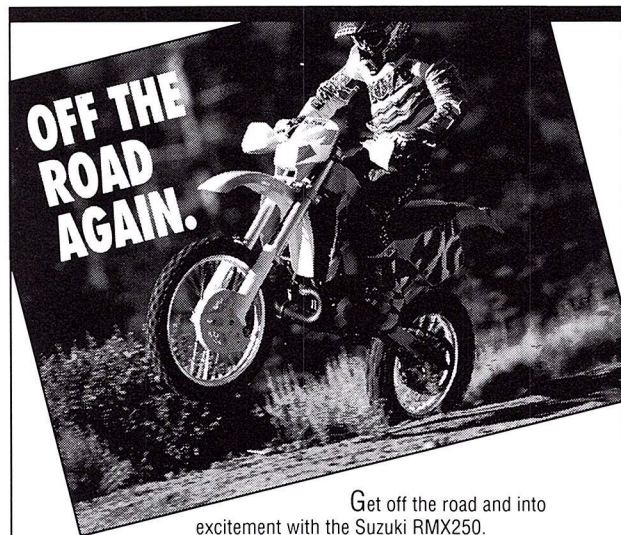
There's lots of primitive camping available near the start in some adjacent fields. There's no charge for camping here. If camping with various services was desired (showers, bathrooms, running water), Lebanon State Forest is about a 15 minute ride and offers several camping options. Hotel accommodations are scarce. If dead set on it however, a few hotels are to be found

along Rt. 72 in Manahawkin (15-20 minutes), going toward Long Beach Island. Availability is sketchy, as some of these establishments close down in the off season (non-summer). Don't go to the hotels located in Lakehurst that are frequently recommended for South Jersey events...they're dives and easily a 30-40 minute ride.

Lucille's Restaurant, Warren Grove's only commercial establishment, is located almost directly across the street from the fire house and caters to the enduro crowd when in town. Their food is typical diner/luncheonette fare and well prepared. Any other eatery is easily a 15 or 20 minute ride.

### Non-Motorcycling Activities:

If you were considering making a weekend out of it, Atlantic City is about a 45 minute drive from Warren Grove and offers all of the comforts and temptations of Sin City. On a more laid back note, the Pine Barrens are bisected by the Batona Trail, a pedestrian only trail that stretches from Ongs Hat, near the intersection of Routes 70 & 72 to south of Batsto. The Batona crosses through many historic landmarks including Quaker Bridge, Caranza Memorial and the restored Batsto Village. November is often a fine month for hiking.



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downpour to turn in score cards only to be followed thereafter with a three or four mile ride north on Route 539 back to the starting area.

Hey, despite all of the above sniveling, there was of course, winners and losers, final ECEA standings to be effected, bragging rights to be had. The typical results delays were again experienced, but at least during this time we could watch a comeback victory by the Eagles over Cleveland unfold

on the tube.

Mike Lafferty continued his dominance in South Jersey enduros and once again took home the Grand Champion trophy. Donny Tomlin resumed his comeback with a decisive victory over the A riders. High Point winners within the B and C classes were M. Grossman and R. Morris, respectively. Of note to fledgling enduro stars was the fact that MCI trophied individual C classes to

fifteen places, making a Stump Jumper trophy the first had by many.

In light of the many obstacles encountered and overcome, the members of MCI and Trail Boss Frank Todash are owed a well deserved gratitude and thanks for their efforts. Perhaps with a little cooperation from mother nature, this year's event could have been a little less memorable, for all the right reasons.

#### Stumpjumper Enduro

##### Class Results

Mike Lafferty KTM 4

##### Grand Champion

Don Tomlin Hus 6

##### High Point A

Marc Grossman Kaw 11

##### High Point B

R. Morris Kaw 20

##### High Point C

J. Mitrowitz Hus 233

##### Low Score Finisher

##### A Four Stroke

1. R. Stewart Hon 8

2. J. Cushing Hon 10

3. S. Chapkovich Hon 10

4. P. Emmons Hon 11

5. D. Barlow Hon 16

##### AA

1. J. Lafferty Jr. KTM 4

2. M. McHale KTM 6

3. R. Bennett Hon 7

4. K. Yankowski KTM 8

5. D. Zurawski KTM 10

##### A Heavy

1. A. Tomasello KTM 8

2. R. Marcinkewicz Hus 10

3. D. Lingle Yam 11

4. W. Moody KTM 15

5. W. Fontanazza KTM 16

##### A Light

1. D. Hiles Suz 7

2. P. Hodges Kaw 14

3. C. Shenigo KTM 18

4. B. Agonis KTM 26

5. J. Costello KTM 26

##### A Medium

1. E. Koeller Hus 8

2. T. Reder Suz 10

3. S. Aretz Yam 12

##### A Medium Light

1. E. Hamilton Kaw 9

2. R. Mohr Kaw 11

3. C. Nolan Kaw 13

4. C. Stapleford Kaw 15

5. S. Wolcott Kaw 15

##### A Senior

1. W. Wickline Suz 11

2. J. Lafferty KTM 12

3. R. Tompkins Kaw 13

4. T. Ebersole 13

5. P. Parlett KTM 14

##### A Super Senior

1. D. Van Driel Kaw 27

2. W. Kruse Hon 28

3. J. Galie KTM 35

4. E. Baker Hon 53

##### A Veteran

1. D. Freitas Hus 10

2. J. Walaszek Hus 10

3. M. Marcin Suz 10

4. J. Roeske Kaw 10

5. B. Little Hon 11

##### Women

1. K. Cambell Kaw 34

##### B Four Stroke

1. F. Sahalik Hon 20

2. R. Ferman Hus 29

3. J. Focht Hon 33

4. C. Nauta Hon 34

5. E. Nijkamp Hon 37

##### B Heavy

1. F. Folkl Mai 11

2. L. Gordon Suz 12

3. K. Poemer KTM 12

4. T. Van Decker Hon 15

5. T. Schanne KTM 16

##### B Light

1. J. Surwillia Hon 14

2. M. Wieszczyk Hon 22

3. J. Neifert KTM 23

4. J. Pelie KTM 33

5. J. Galie Hus 82

##### B Medium

1. L. Smith Kaw 12

2. J. Stachowski KTM 13

3. K. Hausman Kaw 13

4. C. Stapleford Kaw 13

5. J. Bottsford Hon 15

##### B Medium Light

1. R. Lorenson Kaw 16

2. B. Stein Kaw 17

3. J. Batchelor Kaw 17

4. T. Shepps Kaw 17

5. C. Garber Yam 22

##### B Senior

1. J. Storck Kaw 23

2. R. Meeker KTM 27

3. L. Curlet Suz 27

4. R. Eder Kaw 30

5. T. Lucas Kaw 32

##### B Super Senior

1. D. Culbertson 135

##### B Veteran

1. D. Copley Suz 13

2. C. Canedy Kaw 16

3. K. Leary Hon 17

4. R. Gregory Suz 17

5. J. Goedeke Suz 19

##### C Four Stroke

1. K. Baer Hus 42

2. F. McGlynn Hon 42

3. J. Williams Hon 44

4. McBride Hon 46

5. J. Skirim Suz 65

##### C Heavy

1. M. Uth Hon 25

2. C. Vasquez Hon 36

3. J. Creager KTM 37

4. J. Wiggins Hus 42

5. D. Critcher Hon 50

##### C Light

1. D. Montana Kaw 42

2. T. Hayes Yam 47

3. D. Penon Hon 52

##### C Medium

1. V. Chaplow Kaw 21

2. M. Vandenberg Kaw 25

3. T. Glennen Hon 26

4. T. Gardner Hon 27

5. A. Camacho Hon 29

##### C Medium Light

1. D. Bostrom Kaw 22

2. T. Costanzi Kaw 29

3. S. Gardner Hon 29

4. B. Bitzer Kaw 30

5. M. Oyola Hon 30

##### Teams

1. DER #1 52

2. CJCR Bad 73

3. CJCR Good 77

4. DER #2 77

5. DER #3 78

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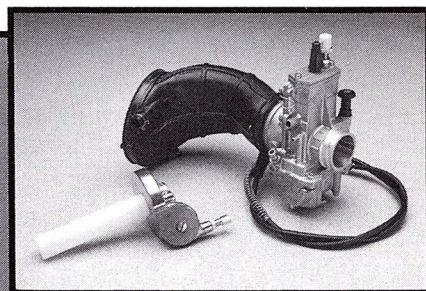
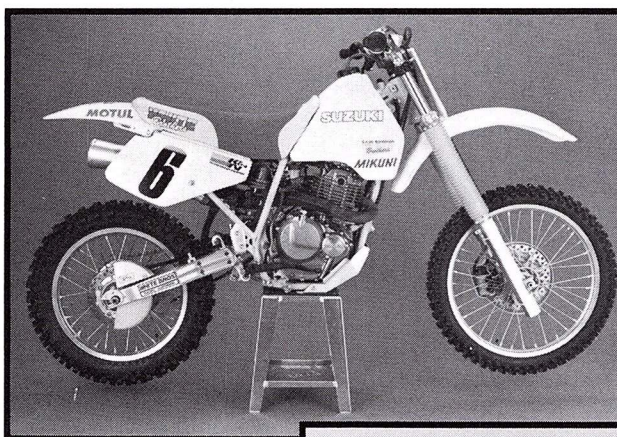
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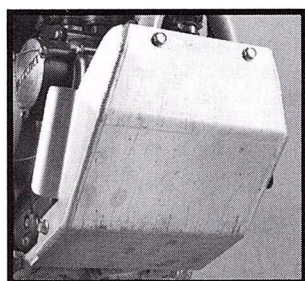
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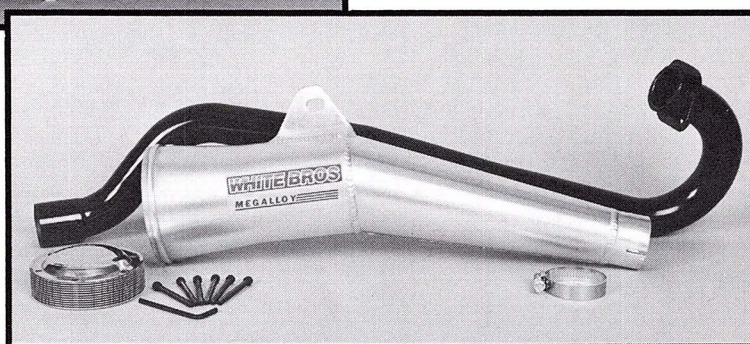
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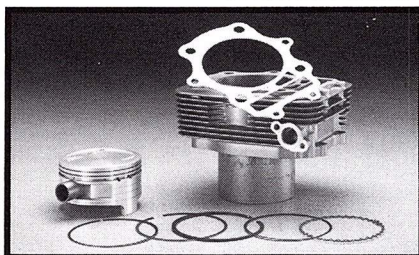
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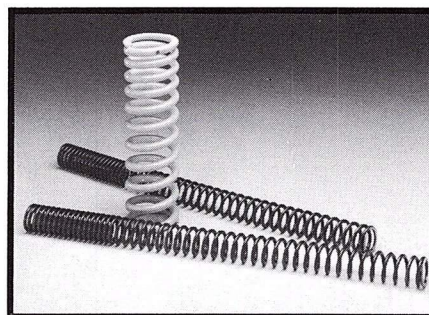
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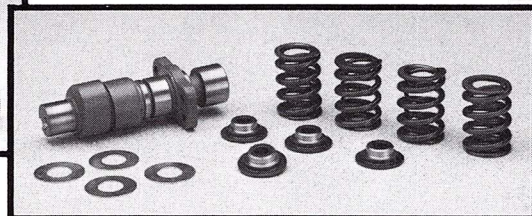
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# JEFF RUSSELL

Talking to the 1991 AMA National Enduro Champ

By Joe Fondren

**B**y now, the only enduro rider who doesn't know that Jeffrey Alan Russell won the AMA National Enduro Championship is probably the guy I left in the ravine where the bridge caved in, at the Little Brown Jug enduro. My efforts to extricate myself and my CR 250 from the chasm were greatly multiplied after I inadvertently tore the roof off that yellow jacket nest while clearing myself a runway. As for the poor chap in question, when I last saw him he was tearing off down the ravine, seemingly annoyed by a few hundred stinging insects, and alternately raising questions about my ancestry and those who had laid out the course, but that's another story. Here's the gist of a conversation I had with Jeff

while he was relaxing at his father's home in Ohio, at the end of the 1991 racing season.

TR: After three years with Yamaha, what was the main thing that prompted your change to KTM?

JR: Mainly because Yamaha dropped their whole effort. I didn't really have much choice in the matter. They got budget cuts down from Japan, and did away with the program; so I had to go somewhere. Yamaha still came back and said they would support me as much as they could as a development rider; things like technical assistance at the races.

TR: How much factory support can a national caliber enduro rider expect to get?

JR: The biggest support that I felt I needed for the position I'm in was a box van at the races, and a guy there to take care of any problems that might occur. I can't go to a race by myself and still be competitive against Randy and all the other guys, and KTM was willing to

do that. I don't touch my bike. Tome Komar at KTM preps my bike and, believe me, that bike is bone stock as it comes out of the crate. They just go through it, and make sure it's blue-printed.

TR: Does that mean no suspension revalving?

JR: It's a weird suspension, but it's a stock suspension. I use enduro rear shock valving with a stiffer spring, and motocross front fork valving with softer springs.

TR: How did you make your deal with KTM?

JR: Pete Watkins, who is a co-sponsor for me this year, knew Barry and Patti Higgins at H & H KTM, and he also knew Rod Bush, the president of KTM, he got us together. I'll tell you, it was quite a surprise when Rod called me. He didn't offer me the moon, he just asked if I'd done anything for this year, and he wanted me to come up and ride a 250 or whatever I wanted to ride and see if I thought I could win on it. I spent a couple of days on the bikes and that's how it got started.

TR: When you rode the 250 did you also ride the 300 EXC?

JR: Yes, I did, and I like the 250 best. The 250 makes me charge harder. It revs quicker and longer. The 300 has torque power down low, but with my riding style the 250 suits me best.

TR: Is racing your primary occupation?

JR: Racing is my main one right now. I have worked for bike shops part-time; but lately my main goal has been winning the National Championship.

TR: How did you get started racing?



J.R. in '92 (left), the 1991 AMA National Enduro Champion. Above: Jeff got a ride with Husky to start his national career, riding and training with Terry Cunningham when Cunningham was the top dog. (Robert A. DeVolder photo)





*Talk about Vintage racing! This is Russell on his way to the overall B win at a Murray City, Ohio, enduro in 1980. This was his second enduro, and that sure looks like an IT Yamaha.*

JR: When I was five years old, I used to go to enduros and watch my dad ride. It was like a family outing and I played around, but I never really started racing until I was sixteen.

TR: Did you ever ride motocross?

JR: No, it's always been off-road. I never was allowed to rider motocross. Actually, until 1989, I had never ridden anything but enduros; then I started into the cross-country stuff.

TR: Have you had any formal training, like riding schools, or did you get it all on your own?

JR: Terry Cunningham has probably been my best trainer. He lived close to me and I went riding with him a lot. I learned a lot from just riding with him.

TR: What do you think about teenagers and other young guys being paid so much from riding motocross. Do you think what they do warrants the six-figure salaries some of them get?

JR: Well, you know, it's kind of a weird situation. There's a lot of money in it because they've got television.

TR: And thousand of spectators?

JR: Exactly. But, you know, right now off-road is probably as big as it has ever been, as far as the support for the racers and contingency pay-outs for top racers. Even though we don't get a lot of money, and there's not a lot of money to be made, off-road may get even better with declining numbers in motocross. But getting back to the question, it's kind of a judgement call. I'm not going to say they're not worth it; that would be like saying Joe Montana is not worth ten million dollars for throwing a football. Whatever he can get is what he's worth. I don't know, but I've got an idea what Randy and the other top guys get, and I may not have the greatest deal in the world, but like I said, the biggest thing to me was support from KTM.

TR: How much rivalry is there between factory

teams; and how about within the same team, like between you and Allen Gravitt and Kelby Pepper?

JR: There's not much rivalry. Allen and I get along really well, and I have no problem at all; as a matter of fact, Randy and I get along good. You know, we used to be teammates at Husky and I have the utmost respect for him. He's won three National Championships. He's gone out and proved himself and hopefully I can do the same. Keeping healthy is the main thing.

TR: Do you know of any inducement by the factories upon a rider to hold himself back, or to try to advance a teammate in a race like we sometimes hear about in motocross?

JR: Well, I know KTM has never said anything one way or the other. As far as the other reams go, I don't know. I guess it remains to be seen. It's never come up in the past.

TR: Which of the following things do you think are most basic to a rider's success in pursuit of the National Championship. Is it more the bike, the rider's natural ability, the factory support, or the organization of the team?

JR: I guess it's a combination of all of them really. It takes a good bike; but a good example is like last year. I rode for Yamaha and was off to a good start, then they pulled all my support and the result was that I fell on my face. This year KTM set up the bike the way I wanted it. They sent me support to the races. They do my bikes so that I only have to worry about training. When I show up, the bike's ready to go and that's a big

mental boost for me. Mike Rosso blueprints my motors, and he and Tom Komar and I have a very good working relationship.

TR: Are there any AMA Enduro rule changes you'd like to see?

JR: Yes, I think the AA riders at a National Enduro should draw their row numbers at the rider's meeting on Sunday morning. That way there can't be any favoritism concerning row selection. With the level of competition we have now, starting position can make a big difference, especially if the course is extremely muddy or brushy.

TR: Do you have a favorite enduro?

JR: Gosh, I've ridden so many, it would be hard to pick a favorite.

TR: What about the difference between eastern and western enduros?

JR: Actually, I like riding in northern California. It's nice up there in the big woods. It's southern California that I don't like.

TR: What is it about southern California?

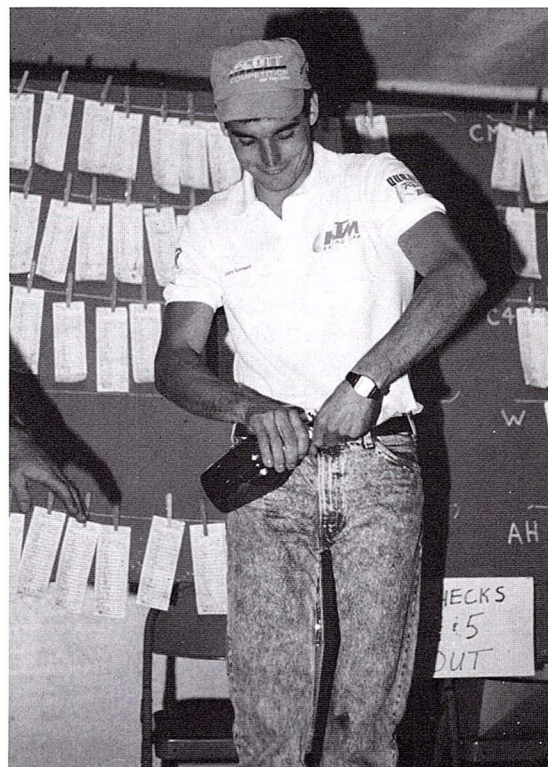
JR: It's more or less desert. There are no trees; it's all rock and loose sand. I used to not like riding in sand, but now, if it's my day to win, I can win anywhere in the United States, whether it's wet, sandy or rocky.

TR: What are your plans for the future?

JR: My father and I have gotten into promotions and I'll probably switch over to that at some point; but I'll never completely quit riding because it's too much fun.

TR: If you had to pick one thing that made you a winner, what would it be?

JR: I think it's pure determination, and a willingness to test myself against the best in the sport. I think you can be that way and still be friends with everyone—until Sunday—and after the race we can all be friends again. □



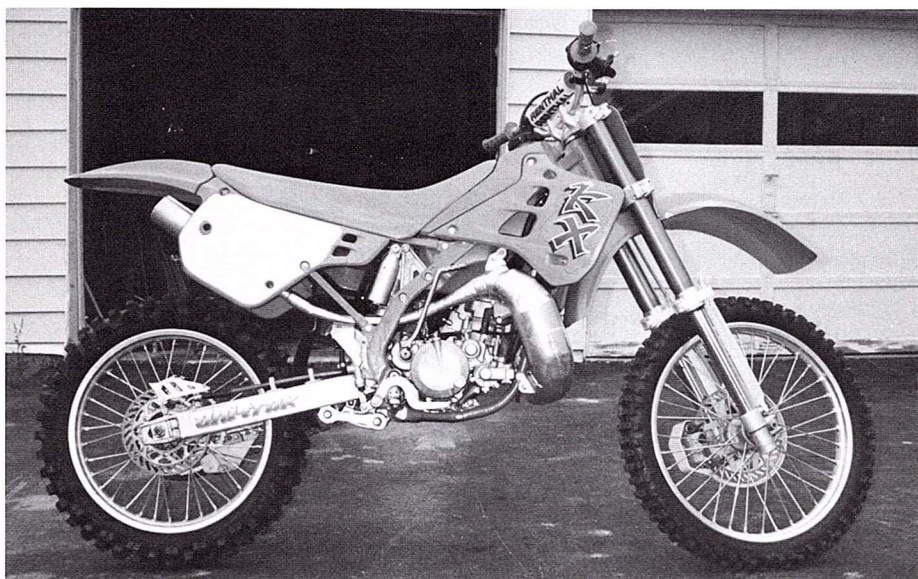
*The Champ pops the cork at Delaware, the end of a long, tough season. (Mike Snyder photo)*



# PROJECT DREAM MACHINE

Building the best of both worlds

By Vince Vredenburg



*The finished Dream Machine "DM200" lurking in the driveway. It is a full KX125 chassis with a KDX200 engine mounted in the frame. The swap is actually rather easy, but there is a lot of careful alignment and precision welding involved. It sure is worth it, though!*

It must have been the beginning of June or so, when I stopped at Bob Young's shop. I had ridden Dick Schultz's KDX200 the weekend before and I was impressed with the engine. It ran smoothly and had just the kind of power that I like. The rest of the bike did not impress me.

Bob and I are always fantasizing about building the perfect bike. You know, a 350 trials engine in a CR80 frame, or some other dream machine that would be all things to all people. Well, riding Dick's KDX/00 had put my meager little brain into dream machine land. By the time I got to Bob's shop, I had the idea that the KDX engine was the obvious choice for the dream machine. Bob and I discussed the possibilities at length and decided that the KX125 chassis was the way to go.

As usual, nothing came of it. But, about a month or six weeks later I dropped in on Bob and he said "Some one did it."

"Did what?" I asked.

"They built it," he said.

"Built what?" I asked. He walked out of the room mumbling something like "You didn't see it? I'll get it for you." When he came back he had the July copy of *Dirt Rider*. On the cover was a picture of a beautiful blue motor cycle. The captions read "First ride: The ultimate weapon!" and "All-new 208 pound perimeter-framed KDX200."

The article started on page 18 and was named "Best of both worlds." Doug Johns of California had built my dream machine. A KX125 perimeter-framed KDX200. I was impressed!

I read the article three or four times. I absorbed it. I immersed myself in it. Call it hypnotism or fascination. I had to build this bike! There was no way that I could be stopped.

I came home and called Doug Johns. He assured me that it was no big thing to

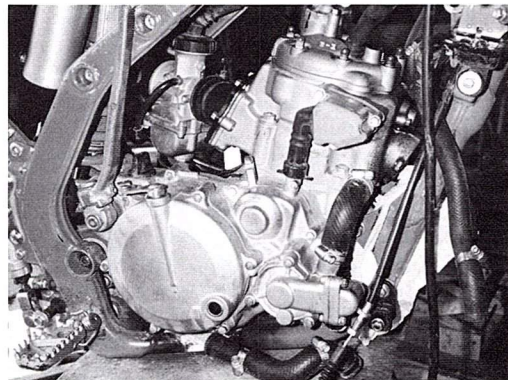
build, and that he would do the necessary machine work and have a pipe built by the people that built his pipe. And at a very reasonable price.

Great! I am in motion. I start by buying the *Want Ad Digest*. It is now early August and I don't find a suitable KDX until 11 August. This is a good one, it's a 1990, with 925 miles on the odometer and it looks like new. The price was right, \$1700. I rode it about 25 miles. It runs well.

The search goes on. By August 17 the KX125 is located and purchased for \$2000. Some riding gear came with the bike. I sold the gear for about \$200. So the bike cost me \$1800. This 1991 KX125 is like new, having the original chain, sprockets and tires still in good shape.

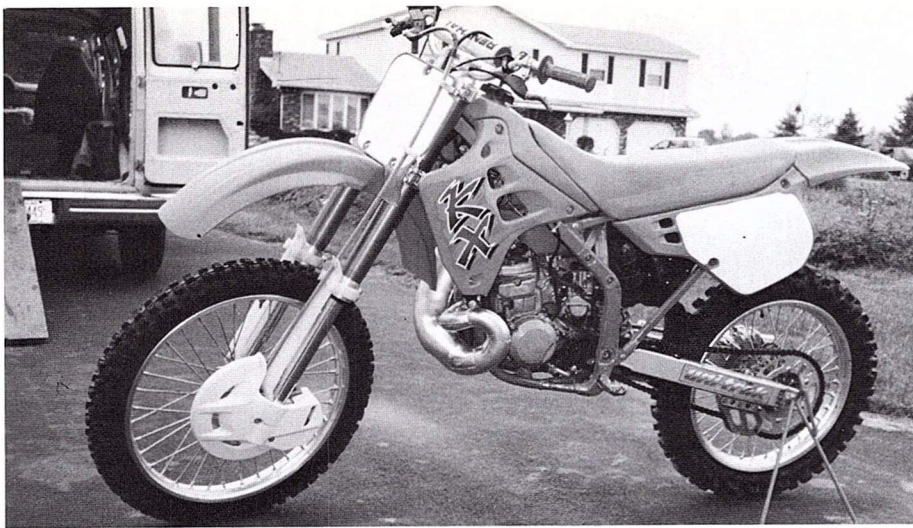
I took the 125 to CATRALand and tried to get a ride on it, but Bob wanted to ride it, Roger Schultz wanted to ride it and so did some others. I finally got to ride it. It was a blast. It handles great. Quick and light.

Now the labor of love begins. The first thing to do is clear some of the rubble from the garage floor. Not too much, just enough to have room to tear two bikes apart and to



*First time the KX engine was sandwiched into the KDX frame. Burn marks are from heating and flattening the tube to get a little more room. Note that the front engine mount is still cut, prior to aligning and welding.*





Flip side. Dyno Port built the custom pipe for the DM200. To most people, the bike looks like a KX125 with a plated pipe on it; but there's plenty of grunt in that 200cc engine.

scatter my tools on the floor where I can find them. Next, both engines are yanked out of the frames. Oh! The other first thing to do is to call Doug Johns and arrange to ship him the parts that he had agreed to machine and build. I did that. He said "I'm not into that any more. I'm doing something else now."

Me: "But Doug, I bought two bikes on your word that you would do some of the machine work."

Doug: "Life goes on, I can't wait for everyone to buy bikes to build. There are people out there doing it with hacksaws and files. You can do it. See ya."

Okay, I am on my own. That's fine. Maybe even better.

There are a lot of little things that have to be done. Cut out the engine mounts on the KX frame and weld in new ones. Cut off the head stay and fabricate one from chrome moly to fit the new engine-frame combo. Get a twin nipple water pump outlet from a KX250 and install

it. Put a Y from a Yamaha 250 into the upper coolant outlet. Cut down the thermostat housing a quarter-inch. Plus a lot of little details not the least of which is heating and reforming the gas tank so it will fit over the larger engine.

All this took about five weeks. I had to find someone who was good at MIG welding. I did; his name is Ron Scott and he builds and races alcohol burning "funny cars." He was fishing for a week. When he came back, he built the new head stay and the engine mounts. A beautiful job and he only charged me \$65 for four and a half hours of highly skilled craftsmanship. I gave him \$100.

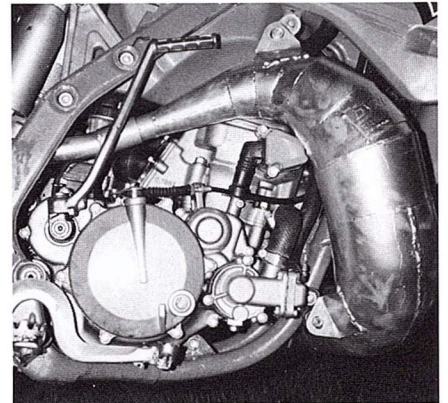
I made an appointment with Rich Daily of DynoPort to bring the bike to his shop and have an exhaust system built for it. They did a real nice job on the pipe and also re-created the KDX muffler into something usable.

While putting the wonderbike together, I made one of my usual blunders and twisted off a left-hand threaded shaft. That was a ten day

delay. Oh well, what the hell, nobody is perfect.

On September 17th, just before dark, the dream machine was ready for the maiden voyage. I have it in the driveway, I'm sitting on it, Marie is watching and wishing me luck. I kick it through, nothing, kick it again and it fires right up and runs. This is great! Now for the first ride around the yard. This bike feels good. It's light and snappy. I can't tell much about the handling yet because my yard is just grass on clay.

The first real ride: On Wednesday, September 18th, I took the wonder bike to Smitty's house and unloaded. I rode the bike on trails



The finished engine transplant looks natural enough, but there's not a whole lot of room between the tank and the top of the engine.



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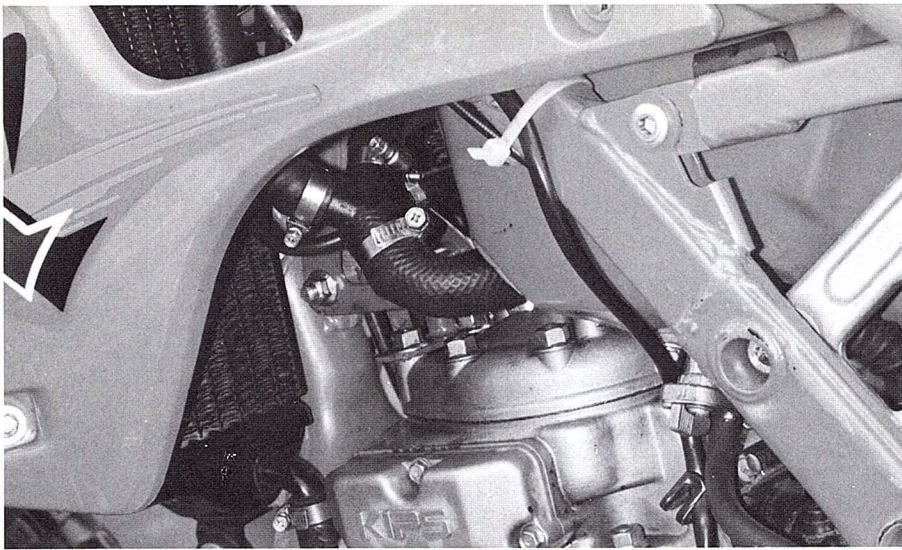
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Because of the difference in plumbing fittings, it's necessary to change the way the hoses run. This is easy to do with a couple of hose "Y" connectors. The stock KX125 radiators were used.

and through the woods. It is extremely easy to handle. It steers quickly and feels very light. It goes right where you point it, instantly. When it comes time to hop a log, there is no problem. Just flick the throttle and you are over it. Acceleration seems very quick, but I am riding alone and have nothing to compare it to. The front end washed out on me once, sending me face first rooting for mushrooms. I think I will replace the Dunlop 490 with a Metzeler moto-x front tire.

I rode the Dream Machine (DM200) at CATRAland on Sunday the 22nd of September. It was great. This is a fine machine. It handles all kinds of terrain with ease. It is as easy to ride as a trials bike in the rough woods and it reveals its motocross ancestry on the fast, rocky track.

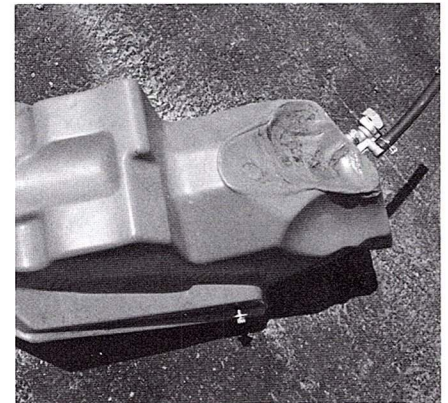
Some fine tuning is in order. A 12 tooth front sprocket for more snap in first gear and some leaner jetting. That should put the finishing touches on an already fine machine.

It is 24 September: I can still smell the mechanic's soap on my hands. The DM200 is complete. The jets are in, the sprocket is on, and the tuning is done.

28 October: One more little thing: have Factory Connection tune the suspension. Oh yeah, when I wear out these two 19 inch back tires I will lace up an 18 inch rim to the rear hub. I have a Metzeler Unicross ordered for the front and will run a 120/100-18 Unicross on the rear in the near future.

Now that I have some time on the DM/200 let me tell you how it is to ride.

Starting is a snap, hot or cold, one or two kicks and it fires right up. Warm it up a bit and



Detail of the melting job. Quite a lot of plastic has to be re-formed. I did it with a heat gun and a lot of careful shaping.

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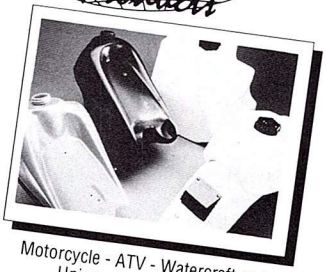
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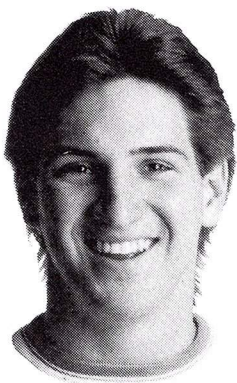


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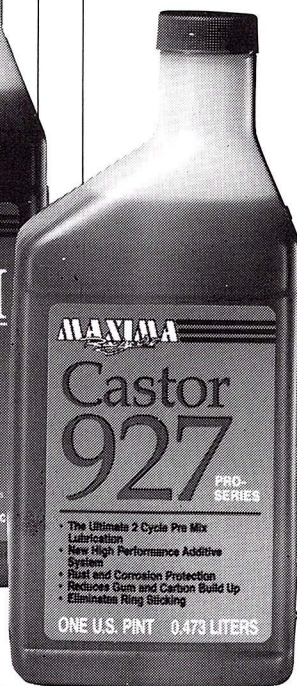
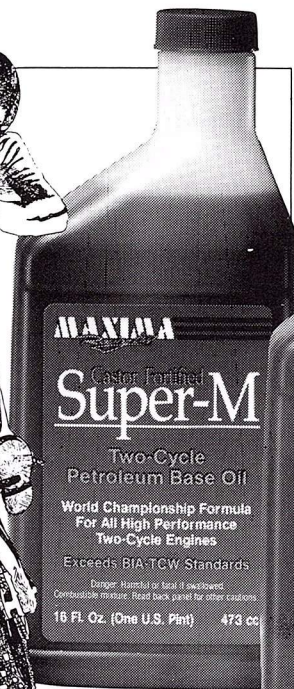


**Ron Lechien**

2 Time USGP Winner  
500 & 250

2 Time Motocross de  
Nations Champion

A.M.A. 125 National  
Champion 1985

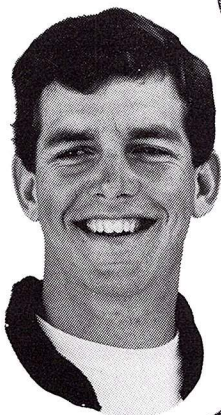


**Dan Smith**

5 Time A.M.A. National  
Hare and Hound Champion

2 Time SCORE/BAJA  
Champion

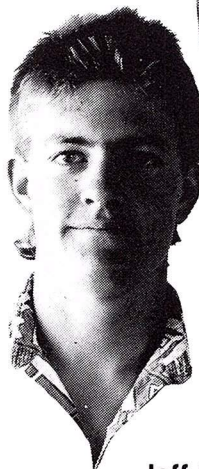
6 Time A.M.A. District 37  
Desert Champion



**Mike Fisher**

1990

A.M.A. Super Cross and  
Outdoor #1 Top Privateer



**Ty Davis**

1990

A.M.A. 125 Western  
Super Cross  
Champion

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oil-related engine failure.

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**Jeff Dement**

1990

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off we go. Come along for the ride.

Here we go for a lap around the CATRAland hare scramble track. Taking off from the start line we get on it hard and short shift from 1st and 2nd and come in to 3rd at low rpm. Holding the throttle open we feel the power surge when the KIPS exhaust valves open. Up comes the front end! Quick, shift to 4th—here comes the first turn—downshift to 3rd, hit both brakes hard and short, now we drive through the turn on the inside, using the low end torque to reduce wheel spin and increase directional control.

Hit that big rock dome and blip the throttle, the front end lofts over the following whoop de do and we blast up the little hill and into the woods.

Now we are going through the woods at a good clip, everything is fine, the bike steers like it is on rails, unless the Dunlop is on a hard slick surface (a partially dried mud puddle for instance). Otherwise we can dart to the inside of a turn and stay there, or cut across the groove and rail off the berm. Pogoing through whoops is a thing of the past. Here come some whoops now, just twist your right hand a bit and loft the front end over them effortlessly. Great, they are behind us.

Here comes a steep, rocky downhill. Leave it in third and open the throttle a bit. Down we go straight and smooth. No problem. Coming

into this rocky, sharp, right hand turn between the trees, at the bottom of the hill just stay on the pegs and hold a steady throttle. It's a snap. The DM200 is so light and agile that we glide right through. A downhill left turn around a stump leads us to the entrance to the black hole. There are two ruts leading in. Just point the front wheel at the high spot in the middle and ride right between them. In first gear and standing on the pegs we enter the black hole. Hold a steady speed and dance with these slimy, mud covered rocks. We boogie up and around the slimy, rocky exit turn out of the black hole with no trouble. Now hit second and climb the long off-camber hill, again no problem.

"No problem" seems to be the key phrase when talking about negotiating difficult terrain with the DM/200.

I have been riding off road since 1960, and have never had a bike that even comes close to this one as far as the fun factor is concerned. The little DM handles great, is extremely easy to ride, and is so light that even a Super Senior rider like me can ride hard all day and go home with no cramps. The savings on pain killers alone might make it worthwhile to build one of these great little machines.

See you on the trail! ■

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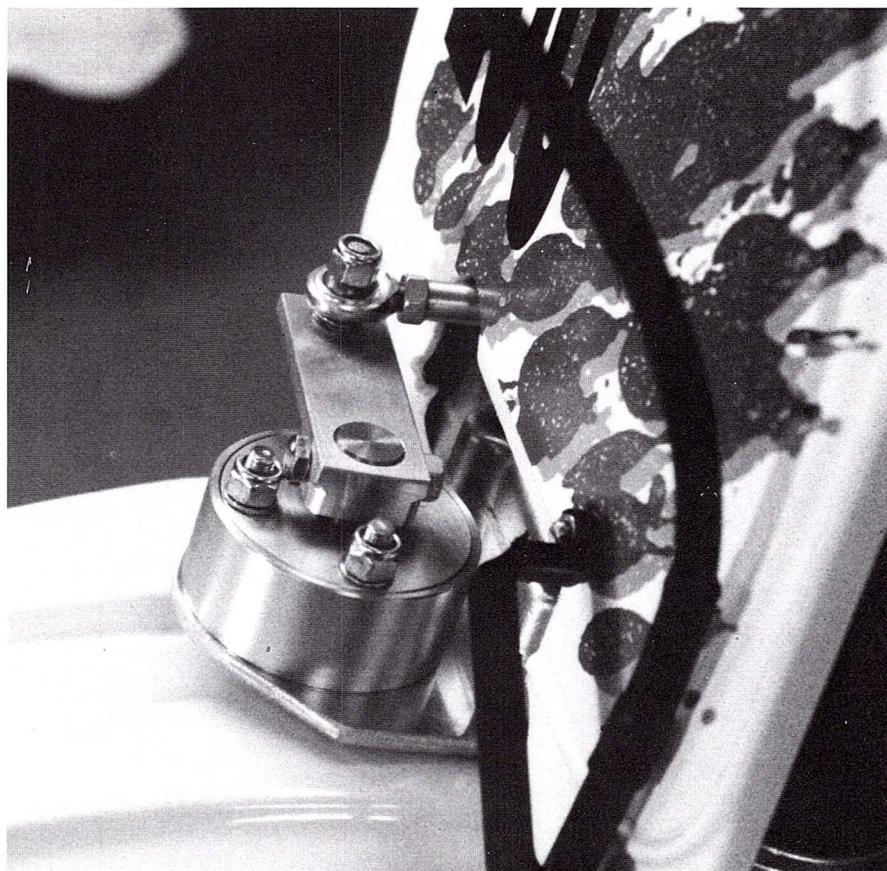


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REDUCES ARM PUMP AND FATIGUE  
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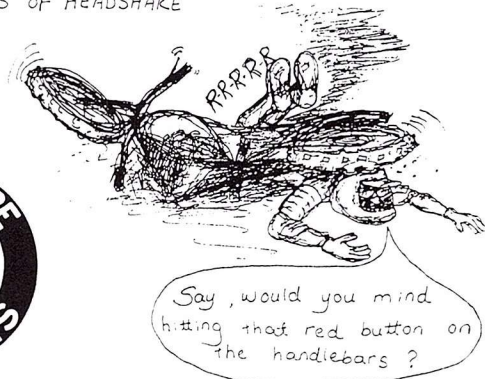
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# SIDI BOOTS, SINISALO WINTER GLOVES, MOOSE BUMBAG

New stuff worth a look

By the TR Staff

## SIDI OFF-ROADS

**M**oney is tight these days, no doubt. There's a lot of things we're doing without, but what are you going to do if you finally start feeling foot-peg through those old boots of yours, or if your feet get wetter than if you had no boots at all? It takes a lot of strength to front \$250 for a new pair of boots, but that's what some of them cost. And we all know that the real cheap ones fit awful and don't last for beans.

There is an alternative to no-brand boots these days. Acerbis has become the sole U.S. distributor for Sidi boots, and Sidi has a model that may be just what we're looking for. There



are two models in the line; the Sidi Top Action and the Sidi Off Road. We've been riding with a pair of Off Road boots for a few months now, and are tickled pink with them. They fit as well as Hi-Points, which is saying a lot, and offer good protection with a plastic front and all the usual boot features. The sole of the boot is a Vibram semi-smooth model that offers good walking traction yet doesn't grab at the ground when you put your foot down. The best part of the Off Road boots are the lower buckles, which are ski-boot style with a very positive lock—we can't make them pop open. The only drawback is that the top of the boots close with Velcro, which could be bad news in mud.

The best part is the price: \$179.95 for a pair of 'em, available in black, blue or red. Sidi

makes an excellent boot in general, and this is a fine buy for the money. See your Acerbis dealer for more information.

## FROSTY MITTS

If you ride in the winter much, you know what cold hands are all about. Get out on a dirt road and cruise along for a while and your hands turn into painful blocks of lead, aching like the dickens. You stop and wrap your hands around the cylinder trying to warm them up, but that engine never seems warm enough in the winter, does it?

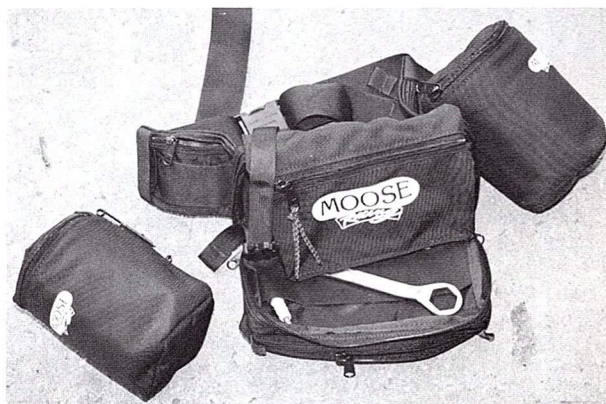
Ski gloves are too bulky, for the most part, and so are snowmobile gloves; and anything made out of wool or leather doesn't have the protection you need for fending off branches and bushes. You need a motocross glove with insulation, and Sinisalo has just the thing. The Sinisalo Winter Gloves look just like all the rest of the dirt bike gloves out there, with padded backs and fingers and such, but they go one step farther by including a thin layer of Dupont Thinsulate insulation within the body of the glove. It's not so much that the gloves bulk up into mittens, but it's just enough to give you a few more degrees of comfort than you had before. Invest in some Kimpex Heat Tapes as well and



you'll pass the winter in finger-comfy style, perfect for all you carpal tunnel syndrome sufferers out there. Contact a Sinisalo dealer located in a cold climate, or call (800)426-0213 and tell them Trail Rider sent you.

## MOOSE BUMBAG

**W**e have to start calling these things bumbags, because in Australian slang "fanny pack" is probably one of the most heinous vulgarities



you could utter. We certainly won't tell you what it means here, but call us and we'll explain it. At any rate, Moose Racing has a new bumbag, or tool bag, or tool belt—whatever you want to call it—and you can tell this thing was built by trail riders who have a need to carry everything possible at times. The main bag features a pocket on the top flap to hold maps and papers, the usual tool compartment with elastic tool holders and zipper compartment, and a large utility compartment under the front. The whole main compartment can be snugged tight with a pair of cinch straps wrapping around it, so if you hate rattling tools this is the bag for you.

Both sides of the belt have small zipper pockets for change and things, and the same area has webbing sewn on to hold optional canteen holders. The canteen holders have a zipper running all the way around, so they can double as camera or oil bottle holders, what have you, and there is also a neck loop sewn into them so you can jam your canteen in and have it secure without zipping it shut.

The Moose Bumbag is made out of stout Cordura nylon, and is built to last. They go for \$59.95 with one canteen holder, and \$19.95 for an extra canteen holder, from Moose Racing, (800)MOOSE-IT. ■



# CURLY FERN ENDURO



Sponsored by the  
South Jersey Enduro Riders

AMA and ECEA sanctioned  
AMA District 7 event  
April 5, 1992



Trophies: C class—10 places; A & B, Super Seniors—5 places; AA, Women—3 places  
Start: Wharton State Forest, Indian Mills Gun Club. Take NJ Route 206 to Atsion Road, gun club  
is down Atsion Road three miles on right. Arrowed from major intersections.

Food: No alcoholic beverages allowed in the state forest. A spaghetti dinner will be served Satur-  
day, breakfast and lunch will be available on Sunday.

Camping: Plenty of free camping space available.

Key time: 8:00 A.M.

Entry fee: \$25 pre-entry or post-entry. Make checks payable to S.J.E.R. Mail entries to South Jer-  
sey Enduro Riders, 49 Sherwood Drive, Turnersville, NJ 08012. Drawing will be held March 21.

You will be required to sign a "Statement of Responsibility" on the day of the event.

Requirements: All vehicles and riders must be licensed, registered and insured. License plates must  
be affixed to vehicles. Riders or vehicles without documents will not be allowed to compete. All  
bikes must have a firmly attached spark arrestor, plus a headlight and taillight. There will be an  
AMA sound test during tech inspection. No refunds to accepted applicants. All entrants must have  
a valid AMA card and ECEA enduro license. The ECEA license may be obtained the day before  
the enduro only. There is no fee for this test. Holders of AMA "A" cards will be issued an ECEA  
card without testing. NETRA and other association riders will be issued a license comparable to  
their current enduro license or card. New riders check "C" class on entry form.

Sign up: Open Saturday afternoon and 6:00 A.M. Sunday.

Information: (609)227-5078

## Release and Waiver of Liability and Indemnity Agreement

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_

Phone (area code) \_\_\_\_\_

ECEA No. \_\_\_\_\_

AMA No. \_\_\_\_\_ Expires: \_\_\_\_\_

AMA Club Name: \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Check skill level and class below:

- ☐ AA    ☐ A    ☐ B    ☐ C  
☐ Senior (40+) A-B    ☐ Super Senior (50+) A-B  
☐ Four Stroke A-B-C    ☐ Women  
☐ Veteran (30+) A-B-C

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature \_\_\_\_\_

Vehicle No. \_\_\_\_\_

Witness \_\_\_\_\_

Address \_\_\_\_\_

Participant under 18 must have  
notarized parent/guardian signature!

Parent/Guardian Signature (sign in ink)

Notary \_\_\_\_\_

Commission Expires \_\_\_\_\_

**Sorry, no riders under 18**



# HAUNTING YOUR HANDLEBARS

Let a ghost be your co-pilot

By Hank Stankiewicz

No, I don't mean that in the literal sense; although, what a great concept! Imagine you could send your personal "ghost" out ahead of you on the trail as a scout. She could fly back to tell you what the trail looked like up ahead and where the secret checks were prior to you ever getting there. You could save several minutes at the "Check Out" by going into the section early while everyone else was cautious and riding on time. Knowing this type of information would certainly help lower your score, but we all know that "ghosts" really don't exist anyway. . . or, do they?

How do you make sure that you get the best advantage going into a check? There are several ways but my choice is to use a Ghost Rider IV computer. The Ghost is a true computer that computes distance traveled against speed and the key time clock. It tells you exactly where you are (time-wise) throughout the enduro.

First, a little digression. Checks at an enduro are designed to pit your riding/thinking prowess against a master clock (keytime). Check out the article "Time Keeping Tips" by Jamie Theurkauf in the October, 1990, issue of Trail



*The Ghost Rider is a self-contained timekeeping system that simply tells you if you are late or early at any point on the course.*

Rider. It outlines everything you need to start keeping time at enduros. I'll try to give a quick overview here. The hosting club knows that at a 24 mph speed average, you will travel .4 of a mile per minute, every minute. Since checks can only be on even minutes and even mile-ages, there can be a check every four tenths of a mile. In ten minutes you would have to travel four miles (.4 X 10 = 4 miles). If you started on Row #1 at 8:00 a.m., you would need to arrive

at the first check at 8:10 (no sooner) and up to 59 seconds later (8:10:01 to 8:10:59) in order to lose no points. In layman's terms, the club is giving you a 59 second grace period in which to arrive at the check.

A problem arises in how to regulate your speed so that you arrive within this 59-second grace period. You could use a roll chart mounted on your handlebar, a clock and an odometer; and visually match them together as you ride. You look at your roll chart, and it tells you that at 8:10 you should be at mile 4.0. You then look at your odometer to see where you actually are (3.95 miles), look at your clock (8:09.50) and mentally make a note that you are right on time. You need to do this every minute for the whole enduro.

You could use a pacer, a la ICO, and match it to your odometer and clock. This is a little easier than the above method, but you still need to match three things: the odometer, the pacer and the clock, and this can get confusing. Or you could use a computer.

The Ghost computer is a device that mounts to your handlebars and is hooked to your front wheel via a wire and sensor. It takes the place of your odometer, calculates time against distance traveled, computes seconds late, or early, and displays it right in front of your very eyes. You don't have to compare anything; the Ghost does it for you. That's why this type of timekeeping device is known as a *comparator* (the Keymaster is also a comparator, as is ICO's new timekeeping instrument, soon to be introduced). You know exactly where you are, at all times, by looking at one display. The only thing you have to do is make sure you update your mileage every chance you get. This must be done with all of the above methods of timekeeping.

But, there are some other matters to consider. I mentioned above that you didn't lose a point if you arrived at the check mentioned above within your minute, 8:10:01 to 8:10:59. This gave you 59 seconds to play with. This, however, can work against you, though, in a real enduro. And, here's how. . . You did arrive at the first check at 8:10:59, and you didn't lose a point. However, there are going to be more checks following this one; and now you are starting out to the next check 59 seconds late.

This is where the Ghost computer can help

## STOP!

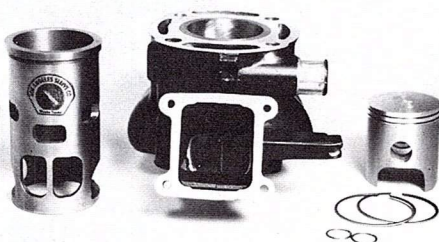
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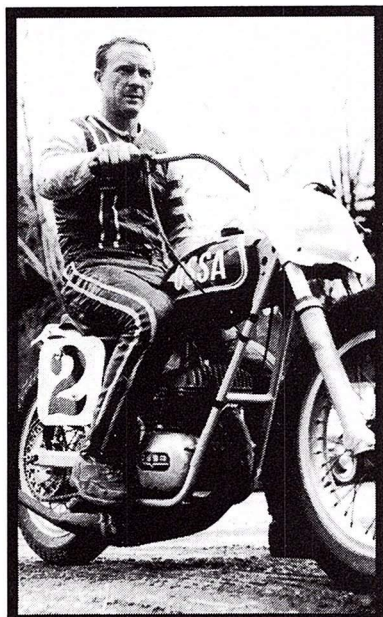
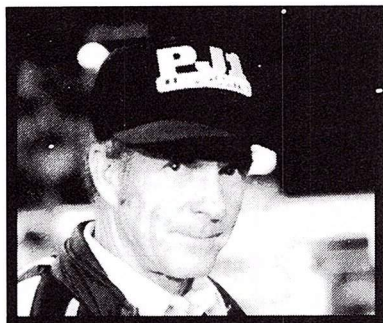
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# "DIRT RIDER has a more intelligent, adult outlook on the sport."



**Name:** Dick "Bugsy" Mann

**Occupation:** Retired racer; development consultant; reliability trials organizer; classic bike and car restorer

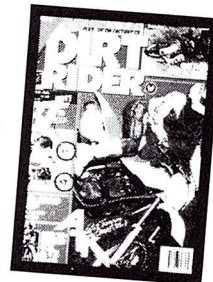
**Riding history:** "My first bike was a Cushman motor scooter I got for my paper route when I was 16. Then I graduated to a 1949 BSA Bantam. I started racing pro shorttrack and half-mile in 1952, when I was 18, and retired after the 1973 season. I was part of the Richmond (California) Ramblers motorcycle club. We rode someplace every day after work. A lot of the cowtrailing I did in the early '50s was done at night. We'd get up around midnight and ride the hills until three or four in the morning with headlights. I always invited a Harley along because they were the only ones with lights that lasted all night. One of the goals of my life was to ride the ISDT. I only rode the Six Days once,

in 1975 at the Isle of Man. At one time or another I've been involved with all of the motorcycle sports, but I found the difficulty factor highest in trials. One of the things I'm really proud of is that I was one of the guys who helped set up motocross as a professional sport in the United States. As it turned out, John Penton and I wrote the professional rules for motocross in the U.S. for the AMA. Now, at the age of 52, I'm riding motocross in the Old Timers class.

**Track record:** AMA Grand National Champion, 1963 and 1971; three-time Grand National Championship runner-up; 16 years in Grand National top ten; oldest Grand National Champion at age 37; winner in all five categories of Grand National racing (shorttrack, TT, half-mile, mile, and road racing); winner of the 250 class at the first AMA professional motocross in the U.S.; winner of the Daytona road race in 1970 and 1971; ISDT medalist at age 41.

**Bikes currently owned:** 1937 BSA V-Twin; three or four vintage motocross bikes; BSA Rocket III; Husqvarna four-stroke MX; "the list goes on and on...it gets boring."

**Magazine:** "I like the approach *DIRT RIDER* takes. It's not just a bunch of crazy motocross pictures intended to thrill sub-teenagers. *DIRT RIDER* has a more intelligent, adult outlook on the sport. Some magazines seem to feel that motocross is the ultimate part of dirt racing, however *DIRT RIDER* treats every aspect of dirt riding as though it's as important as any other. I like everything about the magazine."





you. Knowledgeable riders will ride from possible check to possible check. Remember what I stated above, a check at every .4 of a mile on the even minute. You need to arrive at that next possible check 1-2 seconds into your minute 8:10:01 so that you won't be starting out late to the next check. You get a jump on the competition (so to speak), and the Ghost is designed to help you do exactly that. The Ghost does the calculations for you and displays how many seconds late you actually are. Ideally the display should read 01 - 10:01, and it will be flashing to tell you that you are within your safe minute. How is this an advantage over the other systems? Simply put, you do not have to compare anything. The computer does all the work and gives you a readout right before your very eyes. Timekeeping just can't get any easier....

The Ghost also has many other functions that will help you improve your score. Features like showing mileage to the next possible check, displaying keytime and displaying mileage. It remembers resets, counts down time available at gas stops and is programmable for up to 99 speed changes. I have been using one since they first came out several years ago, and I still have the original Ghost Rider working. I now use the Ghost Rider IV which has a remote switch mounted next to my left thumb and allows switching between "mileage," "time" and "next possible check" modes without removing my hands from the bars. Reliability has been excellent, and I wouldn't race without one. If you have any questions, or would like a demonstration, see me at the races, or call or write to Ghost Rider at 324 N Street, Hawthorne, Nevada 89415, (702)945-2833. ■

**News flash! There are now three different comparator computers on the market: the Ghost, the new ICO Pro Comp, and the Moose Pace Maker (formerly the Keymaster). Look for an evaluation on each of these new timekeeping tools in upcoming issues of TR!**

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**IT MAKES YOU GO FASTER BY REDUCING FATIGUE!**  
IT IMPROVES FORK ACTION AND EVEN MAKES THE REAR SHOCK WORK BETTER BY HELPING TO KEEP THE FRAME IN LINE WITH THE DIRECTION OF YOUR BIKE (NO SWAP).

## HOW WELL DOES IT WORK?

ASK BAJA 1000 WINNER LARRY ROESELER OR WORLD ENDURO CHAMP PETER HANSSON, NATIONAL CHAMPS KEVIN HINES OR JIMMY LEWIS, DESERT AND SCORE CHAMPIONS TED HUNNICUT, KENNY PARRY, AND PAUL OSTBO.

## IS IT WORTH BUYING?

DIRT RIDER MAGAZINE WRITES  
"THE BEST INVESTMENT YOU CAN MAKE!"  
DIRT BIKE MAGAZINE WRITES  
"IT COMPLETELY ELIMINATES HEADSHAKE!"

## WHERE DO YOU GET ONE?

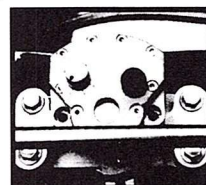
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Jimmy Lewis, GOLD MEDALIST

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Lynn Valley Riders present

# BEAGLE BASH ENDURO

A Canadian National for 1992

April 26th, 1992



Location: Turkey Point, Ontario. Approximately two hours from Fort Erie on Lake Erie.  
Restaurants and accommodations available.

Keytime: 9:00 a.m., April 26, 1992

Registration: 7:00 p.m.—9:00 p.m. Saturday, 6:30 a.m.—8:30 a.m. Sunday. There will be a technical inspection. You must show bike registration, insurance, and driver's license. Bike must be quiet and have headlight, taillight, mirror and horn.

Duration: Approximately 200 kilometers.

Entry fee: (includes route chart) Pre-entry \$35 Canadian/ \$30 U.S., Post-entry \$40 Canadian/ \$35 U.S., CMA membership \$35 Canadian/\$30 U.S., available at sign-up.

**For more information or entry form call:**

**Doug (519)582-6074**

**Brian (519)863-3731**

**or write to:**

**Lynn Valley Dirt Riders**

**P.O. Box 182**

**Simcoe, Ontario N3Y-4L1**

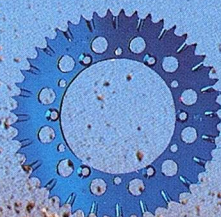
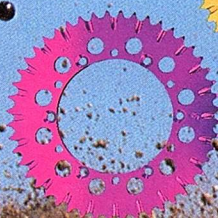
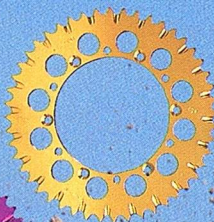
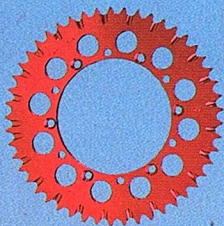
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# 26th ANNIVERSARY PINE HILL ENDURO

**Lebanon State Forest  
New Lisbon, NJ**

PRESENTED BY

**Central Jersey Competition Riders**

April 26, 1992

100 Miles (approx.)



**District 7 Championship  
Enduro Series Event**



**Keytime 9:00 A.M.**

**NO BIKES STARTED BEFORE 7:30 A.M.—WE MUST KEEP THE CAMPERS HAPPY!**

**Location:** Lebanon State Forest. Three miles south of Route 70/72 circle on Route 72. Follow arrows.

**Trails:** Easy ride. Two loops, gas back at start, shorter overall mileage than last year.

**Starting Position:** Determined by drawing on April 16, 1992. If we can't read it, you don't get it! Entries received after drawing will be assigned a starting number after all pre-entries. Confirmation of starting position and speed changes will be mailed—self-address sticker is appreciated. **NO RIDER LIMIT.**

**Key Time:** 9:00 A.M. **Entry Fee:** \$25 pre-entry and post-entry. Make checks payable to Central Jersey Competition Riders, mail entries to Bob Agonis, 14 Fern Street, Edison, NJ 08817.

**Requirements:** All riders must have a valid motorcycle license, registration and license plate (no cardboard plates, duct tape plates, etc.) mounted on the rear of the motorcycle. No plate—no run—no refund. All machines must have an exhaust system equipped with a spark arrestor, and must pass the ECEA sound test. All riders must wear a protective helmet. Any rider failing to meet these requirements will not be allowed to start the event. All entrants must have a current ECEA or NETRA license. ECEA testing will be conducted at sign-up on Saturday, Sunday, or by mail. All new riders check "C" class on entry, AMA applications are available at sign-up. **All riders must be 18 years old or older! You must attach your scorecard to your front fender!**

**Sign-up:** Open from 3:00 to ? on Saturday, and beginning at 7:00 AM on Sunday.

**Food:** Available in the immediate area.

**NO ALCOHOLIC BEVERAGES are permitted in Lebanon State Forest; also NO PETS.**

**Information:** Bob Agonis (908)985-9016, Lebanon State Forest (609)726-1191. Entries call Bob 5 to 11 p.m. weekdays and weekends.

**Camping:** Plenty of free camping available in the State Forest.

## Release and Waiver of Liability and Indemnity Agreement

Name \_\_\_\_\_ Age \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_

Phone (area code) \_\_\_\_\_

ECEA No. \_\_\_\_\_

AMA No. \_\_\_\_\_ Expires: \_\_\_\_\_

AMA Club Name: \_\_\_\_\_

Bike Make: \_\_\_\_\_ Displacement: \_\_\_\_\_

Check skill level and class below:

- |  |   |                            |                            |
|--|---|----------------------------|----------------------------|
| <input type="checkbox"/> AA                  | <input type="checkbox"/> A                      | <input type="checkbox"/> B | <input type="checkbox"/> C |
| <input type="checkbox"/> Senior (40+) A-B    | <input type="checkbox"/> Super Senior (50+) A-B |                            |                            |
| <input type="checkbox"/> Four Stroke A-B-C   | <input type="checkbox"/> Women                  |                            |                            |
| <input type="checkbox"/> Veteran (30+) A-B-C |   |                            |                            |

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcyclist Association and its district organizations, the American All Terrain Vehicle Association, the promoters, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the event premises.

I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons and organizations connected with this event for damages incurred as a result of my negligence.

Signature \_\_\_\_\_

Vehicle No. \_\_\_\_\_

Witness \_\_\_\_\_

Address \_\_\_\_\_

**Participant under 18 must have  
notarized parent/guardian signature!**

Parent/Guardian Signature (sign in ink) \_\_\_\_\_

Notary \_\_\_\_\_

Commission Expires \_\_\_\_\_





Pilgrim Sands Trail Riders present a NETRA Championship Event

# John Monahan Memorial Enduro

APRIL 12, 1992

Sign up opens 7:00 a.m.

Key time 9:00 a.m.

Entry Fee:

\$23. pre entry \$25. post entry  
(\$1.00 to 94 ISDE Fund)

Start in Freetown, MA.

Arrowed from Exit 9  
off Route 24

Tech inspection

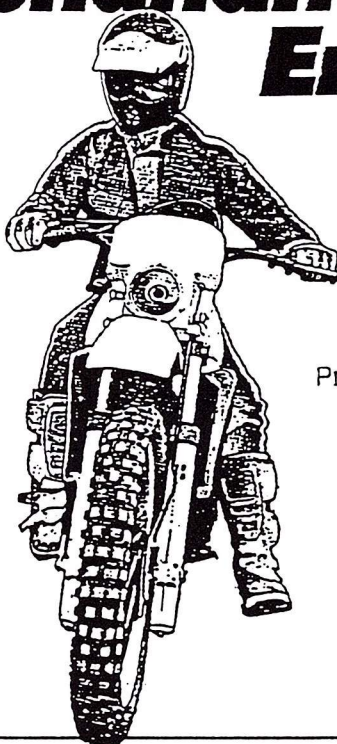
For valid license and registration

Sound test

Gas stop at start

Gas alt. on rte.

Lunch available



Send entries to:

Steve Ribbe

9 Jasons Drive

Carver, MA. 02330

Make checks payable to:

Pilgrim Sands M.C.

Pre entry must be recieved by:

APRIL 6, 1992

For more infomation call

Jeff Bauer

(617)-659-4545

or

Pete Tamagini

(508)-295-5470



## ENTRY FORM

(Send this form to the organizer) Event: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_ Age: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip: \_\_\_\_\_ Phone: (\_\_\_\_) \_\_\_\_\_

Make of Bike: \_\_\_\_\_ Engine \_\_\_\_\_

CC: \_\_\_\_\_

NETRA Number: \_\_\_\_\_ or ☐ guest

Circle ability class plus a class for this event.

Ability Class	Enduro:	Hare Scrambles:	Junior Enduros:	Turkey Runs:
	Women	125 Mini	Junior	Men
AA	Bantam	200 Junior	or	or
A/Expert	Light	250 Women	Mini	Women
B/Amatr	Heavy	Open	and	or
	Veteran	Veteran	A or B	Doubles
C/Novice	Senior	Senior		
	Super Sr.	4-Stroke		
	4-Stroke			

Witness/Notary  
(req'd for minors)

Do not ride this event without  
adequate medical insurance.

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event, and its officers and members, the New England Trial Rider Assoc. Inc., and its officers, trustees, and members, all other participants in the event, and all persons over whose property the event may pass, from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever, which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein. I have read the NETRA Competition Rulebook and fully understand the requirements of event participation contained therein. I declare that I am competent to enter this event and do so with full knowledge of the dangerous nature of participation and its inherent risk of physical injury.

Signature (minors must have parent sign)

Date: \_\_\_\_\_





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ANY TRAIL RIDE	9:28	39.2	24
ANY PLACE	9:29	39.6	24
*VERSION FOR ANY RIDER	9:30	40.0	24
*CHOICE OF AA	9:31	40.4	24
&	9:32	40.8	24
FACTORY RIDERS	9:33	41.2	24
CALL OR WRITE:	9:34	41.6	24
1210 N. JEFFERSON ST.	9:35	42.0	24
PH	9:36	42.4	24
ANAHEIM CA 92807	9:37	42.8	24
	9:38	43.2	24
	9:39	43.6	24

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**1989 Suzuki RMX250** New piston, ring. Pro Circuit pipe, SA Pro, fresh chain, EBC brakes, Moose fly-wheel, new tires. **RMX 300** big bore, Pro Circuit, new motor, SA Pro, fresh chain, sprockets, brakes, etc. Both have re-valved suspensions, both have NJ titles. 250: \$1900, 300: \$2200, must sell. (908)477-9191, A-1 Performance Parts.

**1986 Yamaha XT350** wanted. Basket cases or blown up okay, need for TR project bike. Call (609)953-7805.

**1991 KTM 250EXC** low hours, \$2800. **1988 Husqvarna 430WR** Raced once and trail ridden about 10 times. Many extras, \$1700. (607)324-5965.

**1991 Suzuki RMX250** Mint, low hours, extras. Asking \$2900, (908)251-0775.

**1988 Honda NX250** Extremely clean, lots of fun to ride. Electric start, only 3400 miles, \$1400 (412)745-9135.

**1990 RMX 250** White Bros suspension, DeVol stabilizer, Sidewinder sprockets, Holland air filter, new bars, new top end, foam tubes, etc. Comes with boots, pants, goggles for \$1295. Also Ghost Rider computer, \$145. (908)946-2878.

**1992 Yamaha WR200** Divorce forces sale. Excellent condition, low miles. \$2500 firm. **1989 Honda CR250** enduro ready, two pipes, two tanks, Ghost Rider computer, Hush Puppy muffler/s-a. \$1875 or \$1775 MX trim only. Make an offer I can't refuse. (219)372-1827 days, (219)269-6777 evenings.

**Wanted: Can-Am TnT** street legal condition. Call Perry. (908)657-4697.

**1991 Honda XR250** 41mm cartridge forks, like new \$325. White Power shock for XR250 and 600, \$300. Call (717)620-1782.

**Malcolm Smith Pro-Comp** mountain bike. Good cond., asking \$120. (609)268-2218.

**1990 KTM 300EXC** All factory updates, runs perfect, Factory Connection suspension, new tires and brakes. All guards, race ready, \$2500 obo. (518)793-6176.

**1985 Yamaha XT350** Good cond., 1800 miles, good dual sport bike. Metzeler front and Dunlop rear tires, plus set of street tires. \$700 obo. Call Mark, (508)473-8761.

**1989 Yamaha XT600** 4K miles, very good cond., bone stock except for handlebar guards. \$1650 or will trade for DR350 or XT/TT 350. Woodbury, NJ, (609)468-3652.

**1990 Kawasaki KDX200** White, all guards, Answer muffler, Fredette chain guide, new clutch, sprockets and brake pads, very recent tires, MA title, \$1500. (203)531-0412, leave message. Will show in S.W. Conn. or Boston area.

**1991 KTM 125EXC** Real good shape, Dyno Port pipe, Fact. Conn. suspension, \$2400 obo. (413)562-2026.

**ICO odometer** and new senso, magnet kit \$125. Two ICO clocks, \$55 each, DynoPort pipe for '91 KTM 250/300 like new \$100. Will ship, (802)447-8606.

**1989 KTM 250DXC** with lights, vgc \$1395. **1988 Cagiva 250WMX** with lights, vgc \$1095, **1991 Suzuki RMX250** all mods, mint \$2600. (802)447-8606.

**1991 KTM 250 EXC** exc. cond., low miles, \$2649. **1991 Husky 250 WMX** vgc \$2295. **1988 ATK 406** good cond., \$1095. (802)447-8606.

**1991 KTM 250MX** looks like new, less than 200 miles \$2695, can deliver. **1991 KTM 250DXC** good cond., \$2195. (802)447-8606.

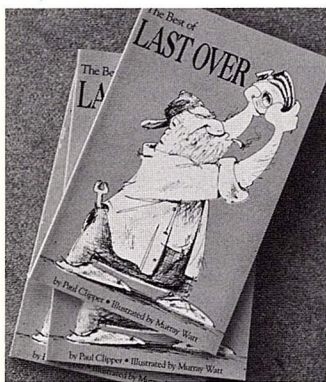
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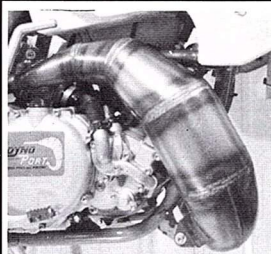
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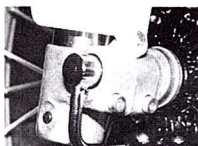
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VE-33	510x17	\$47.95
M5B-st	100/90x19	\$49.95
M5B-st	110/90x19	\$53.95

## ANSWER

AlumiLite Bars (colored)	\$60.95
Oval Silencer	\$64.95
Oval S.A. Pro	\$89.95
Roost Boost Plus	\$59.95
VFC Silencer	\$87.95
Answer Pro Tec	\$104.95

## AGERBIO PLASTICA ITALIA

Elba Headlight #Plate	\$32.95
Baja Rear Fender	\$30.95
Mx Rear Fender	\$16.95
Baja Front Fender	\$16.95
Mx Front Fender	\$16.95
Disc Guard	\$19.95
Front Fender Brace	\$13.95

## CHAINS

RK		
520x120 O-Ring	\$45.95	
Tsubaki		
520x120 QR Pro	\$31.95	
520x120 O-Ring	\$55.95	

## AXO

Turbo RC Boots	\$189.95
Series 125 Pants	\$139.95
Series 100 Pants	\$89.95
Comp 3	\$29.95
#36 Gloves	\$33.95
#91 Gloves	\$24.95
Superbelt 2	\$31.95
Pentagon Chest Pro.	\$109.95
AXO Socks	\$12.95

## GOGGLES

Scott 87 (Over Glasses)	\$20.95
Scott 89 (Lexan Lens)	\$18.95
Scott 109	\$21.95
Smith SMX - CMX	\$19.95
Smith SMX w/roll-offs	\$39.95
Roll-offs for Scott/Smith	\$28.95
Smith Refills 25+4 pack	\$ 8.95
Quick Strap	\$12.95

## THOR

Mach 5	\$109.95
Tool Tech bag	\$32.95
Bunsaver II	\$22.95
Elbow Guards	\$18.95
Shock	\$95.95
Elbow Savers	\$27.95

## ORIEL U.S.A.

Geo Bullet Boots	\$145.95
Bullet Pants	\$105.95
Bullet Jersey	\$31.95
Bullet Gloves	\$30.95
Rok-Blok	\$89.95
Rok II	\$36.95

## MS RACING

MS Stage I Pants	\$79.95
MS Gore-Tex Pants	\$145.95
MS Gore-Tex Jacket	\$153.95
MS Pro Comp Gloves	\$24.95
MS Enduro Pro Gloves	\$26.95
MSR Pants	\$125.95
MSR Jerseys	\$19.95
Fender Tool Pack	\$30.95

## E.B.C. BRAKES

Disc Brakes (All Bikes) \$19.95

## Boyesen

From \$8.95 to \$27.95

## ENDURO Accessories

Hi Point Card Holder	\$8.95
Genuine Bark Buster	\$39.95
Tire Irons	\$3.95
Safety Wire Kit	\$14.95
Plug Protector	\$2.25

## SPROCKETS

7075-T6 Aluminum	
38T-45T	\$27.95
46T-49T	\$29.95
50T-57T	\$33.95

## BOOTS

Alpinestar Tech IV Boots	\$219.95
Hi Point Pro GP Boots	\$205.95

## HELMETS

Bell Moto 5	\$189.95
Bieffe BX-6	\$105.95

## ANCRA

Blue Tiedowns	\$13.95
Red Tiedowns	\$16.95

# ATK

SALES • PARTS • SERVICE

## ATK Accessories

Skid Plate	\$59.95
S.A. Pro Silencer	\$74.95
Kick Stand (Alum.)	\$55.95
90 ATK Brakes	\$32.95



# If You're Going To Fly, Fly In the Class



Winners exude confidence. That's why so many travel aboard Husqvarna two-strokes. For 1992, our 125, 250 and 360 WXC and WXE feature first class componentry from wheel to wheel, like Dunlop tires, Nissin disc brakes and Mikuni carburetors.

Newly-designed cylinders, pistons and low-boy exhaust mean more power and faster take-offs. Showa suspension guarantees happier landings. Frames are lighter and wheel-bases are shorter for more confident handling. And quick release seats make air filter changes a snap.

Whether you're a trail rider, seasoned enduro, desert or cross country pro, Husqvarna's World Championship heritage gives you the confidence to win, every time. So fly right over to your Husky dealer. And become one of our pilots.



CROSS COUNTRY SERIES  
125WXC/250WXC/360WXC



ENDURO SERIES  
125WXE/250WXE/360WXE

*Built to Build Your  
Confidence Since 1903*

  
**Husqvarna**  
THE FINAL STEP UP

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DIRT RIDER MAGAZINE